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AMERICAN

RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, APRIL 24, 1858.

Second Quarto Series, Vol. XIV., No. 17.---Whole No. 1,149, Vol. XXXI.

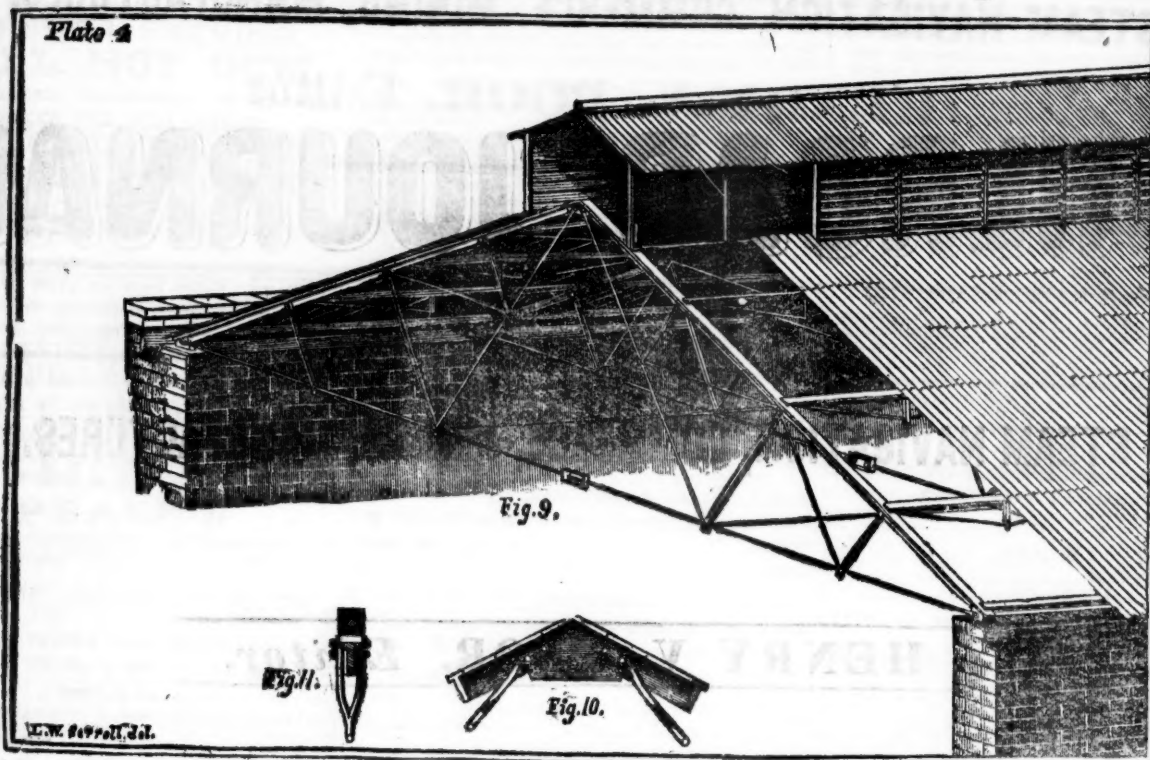
ESTABLISHED IN 1831.

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ROOFING.



THE subscribers, manufacturers and importers of **PATENT GALVANIZED TINNED IRON**, respectfully invite the attention of railroad companies and others interested in the construction of Fire-proof Buildings and Roofs, to this material, which is highly recommended for strength, durability, and lightness, combined with elegance in appearance. The advertisers can refer particularly to Roofs they have

erected in the New York Navy Yard, also to that of the New Jersey Railroad and Trans. Company, Jersey City. In Great Britain it is used at all the railroad depots and navy yards in enormous quantity. The corrugated sheets, as on the above iron framed roof, are equally suited to lay upon wood framing, either straight,

Plain sheets are prepared to lay on boarded roofs (such as have had tin coverings) by making a flute on the side so as to fasten to a wood roll, reaching from ridge to eaves and placed between each tier of sheets, see figs. 6 and 8 below. The transverse joints are secured as shown by fig. 7.

Estimates and designs for Buildings and Roofs, &c., &c.

Fig. 6.



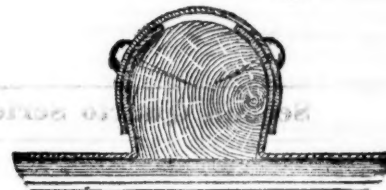
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Fig. 7.



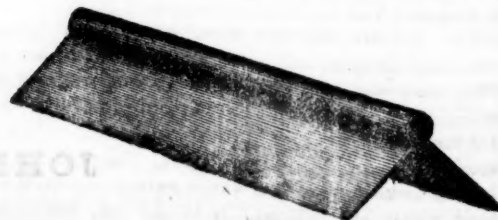
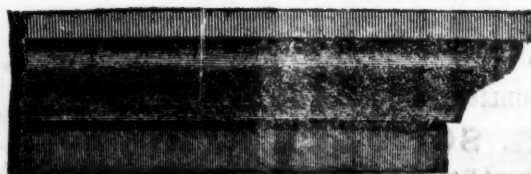
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Fig. 8.



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Galvanized iron Cornices to any size or pattern, Ridge Caps, and Spouts.
TELEGRAPH AND FENCING WIRE, BLACK SHEET IRON, SHIPS' IRON WORK,
LIGHTNING RODS. CORRUGATED. SPIKES, NAILS, &c., promptly galvanized.



MARSHALL LEFFERTS & BROTHER,
 Corner of Broad and Beaver sts., NEW YORK.

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SECOND QUARTO SERIES, VOL. XIV., No. 17.]

SATURDAY, APRIL 24, 1858.

[WHOLE No. 1,149, VOL. XXXI.]

Messrs. ALGAR & STREET, No. 11 Clements Lane, Lombard Street, LONDON, are the authorised European Agents for the Journal.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, April 24, 1858.

Michigan Southern and Northern Indiana Railroad.

We give below another communication from Mr. E. C. LITCHFIELD in reference to the controversy growing out of the division in the board of Directors.

We must say that the communication of Mr. Litchfield, taken in connection with that of Mr. Jervis, puts a somewhat different face upon matters connected with the management of this road; at any rate, we do not see by what right Mr. Jervis assumes to be in any better position than the party with which he is in controversy. It is not enough that he disapproved certain acts, or disagreed with the board on matters of general policy. For two years and a-half he was President of the Company and, by retaining his position, really sanctioned whatever was done during his administration. He was the chief executive officer, and the moment he ceased to have due weight or consideration, he should have resigned. The stockholders looked up to him as the embodiment of their wishes and interest. If he did not, and could not, reflect them, he certainly should not have retained a position calculated to wrong his own convictions and do injustice to others. His

recent communication is calculated materially to weaken his position before the public.

To the Editor of the AM. R. R. JOURNAL.

SIR:—It will be recollected that on the 18th March a circular of the Michigan Southern and Northern Indiana Railroad Company was issued "by order of the Board," requesting stockholders who could not attend the approaching election to send their proxies to the office "either with or without the name of the person whom they desired to represent them," and stating that if any proxies were returned in blank, the "Board of Directors would designate" some one to vote upon them; that, a few days subsequently, a minority or counter-circular was issued by Mr. John B. Jervis and two associates, requesting the proxies to be sent to them; that thereupon a correspondence ensued between sundry stockholders and Mr. Walcott, the Treasurer of the Company, which developed the fact that the Directors who had voted for the issuing of the regular circular were large shareholders, holding in the aggregate about 2,000 shares, while at the same time Jervis and his two associates had standing in their names but 18 shares, as reported by the Treasurer, or 68 shares as claimed by Mr. Jervis.

To Mr. Walcott's published letter, giving these facts, Mr. Jervis replied, and in doing so volunteered a personal assault upon myself and friends. Dragged thus, without cause, into this controversy, which Mr. Jervis is waging against his own Board, I was forced by a decent self-respect to a public reply; in which, while showing the injustice of his attack, I studiously avoided any imputation upon his motives, and all statements that could be deemed personally and designedly offensive.

To this letter Mr. Jervis rejoins in nearly two columns of Tuesday's *Evening Post*, and, I regret to say, in a manner and a spirit utterly unworthy of the position he occupies.

All will bear witness that this controversy has not been of my seeking. I have not yet been able to see how the interest of the stockholders and the prosperity of the Company were to be promoted by coarse wrangling between former managers, as to the precise share of responsibility should attach to each. Such discussions originate ordinarily in private feeling; and when they are

unnecessarily thrust before the public, it is safe to assume that the ruling motive is anything but disinterested patriotism. Entertaining these views, I have long submitted in silence to most unjust misrepresentations, rather than, by publicly noticing and exposing them, to run the hazard of exciting controversies which could do the Company no possible good, and which might seriously embarrass its operations. But when its President, irritated by his inability to rally more than two out of twelve associate Directors to his support, saw fit to vent his spleen upon me in public circulars and letters, I felt at liberty, in self-defence to fall back upon the facts of the case.

Mr. Jervis's last letter is a remarkable production. Its whole scope and aim are to show that he is in no wise responsible, although he held most of the offices; that two or three individual Directors were "the managing men;" and that their schemes were "hurried through" the Board, "in a way that gave very little opportunity to judge of or discuss the subject." In short, that the Directors, as a body, were mere puppets in the hands of two or three of their number, ready to ratify "their plans," whether right or wrong; and that, too, in a Board embracing at different times such men as George Bliss, the late Gov. Marcy, Chas. Butler, Hugh White, Gov. Barry, John Wilkinson, D. B. St. John, E. D. Morgan, Thomas Barron, Hamilton White, Wm. B. Welles, and others equally respectable!

If this supposition, instead of being, as it is, a libel upon those gentlemen, were really true, how could Mr. Jervis sit quietly as a Director, and three years as President in such a Board? And how far would it go toward showing his peculiar fitness for the office of President of the Company, if we should admit all that he tries to prove—that during the entire time he occupied that position, he was utterly without influence? Is such the material of which leaders should be made?

But Mr. Jervis claims that the "majority" which authorized the regular circular did so "by a species of sharp parliamentary practice," and that although six gentlemen voted for it, "they represented the views of but five of the thirteen Directors." Gentlemen of ordinary intelligence are presumed to know what they mean when they vote; and when six Directors record their names

in favor of a proposition, it is assuming something to allege that they "represent the views of but five." This is, however, an internal quarrel which the Directors must settle among themselves; but if it is true that a majority of the Board are prepared to sustain Mr. Jervis, why is it that he is so unwilling to trust them with the proxies?

Mr. Jervis excuses himself for assailing me upon the ground that he supposed myself and friends were soliciting proxies in answer to the circular of the majority of the Board. If as a stockholder I prefer to have my property managed by those in whom I have confidence, and if that preference is for large shareholders as against those who hold little or no stock, is the President called upon to protect the interest of the corporation by indulging in personal abuse, and by publishing columns of calumny?

I shall treat Mr. Jervis and his statements with all the respect to which they are entitled. I shall not, however, be drawn into irrelevant issues, neither shall I imitate him by making random assertions, unsupported by proof, and which would, therefore, be reduced to a question of recollection, or of veracity between him and me. A large portion of his letter is taken up with statements resting only in recollection. He undertakes to tell what I did or said, or what was said or done by himself or by other members of the Board, at different periods and upon various matters, which arose during an association of seven years, not one of which pretended acts or sayings is verified by the Company's records, or by any paper document, or official evidence in its possession! I must decline to bandy phrases with Mr. Jervis upon any such basis. Of his allegations, some are in relation to matters which have no bearing upon the pending issue; as when he says that he made estimates "which were objected to by Mr. Litchfield as too high, and likely to prevent subscriptions," as if that was a proper matter to influence his official action, or as if any opinion of an individual Director would justify him in putting forth an unreliable estimate!

Some are entire misrepresentations: as when he pretends that I "evaded his inquiries" as to certain stock, of whom it was bought, and what was paid for it; for all that information was spread out upon the Company's books and papers, which were always accessible to him, and could have been supplied by any clerk in the office!

Some never had any foundation in fact; they are mere idle fancies, "as baseless as the fabric of a vision," as when he states that in December, 1854, I applied to him to advocate paying me \$25,000 "for extra services in raising money for the Company." The records and proceedings of the Company make no allusion to any such application. I have inquired of several of the old Directors, who concur in saying that they never heard anything of it, and I aver that nothing of the kind ever occurred. As this is one of "their plans" which Mr. Jervis takes great credit to himself for having defeated, perhaps he will be kind enough to furnish the proof upon which he bases his statement. With these remarks, I dismiss all those petty insinuations, unsupported by proof, which form the staple of his letter; insinuations as unfounded as they are unworthy of any fair mind, and which can be accounted for only by extreme malice or extreme credulity.

But Mr. Jervis makes some statements which we can test by written evidence. Let us see how far they tally with the record.

In my former letter I intimated, but did not distinctly state, that Mr. Jervis's estimates as Chief Engineer had been considerably exceeded by the actual cost.

He takes up and dwells upon this point in detail, and in doing so attempts to show that an estimate furnished by him in October, 1855, of the amount required to finish all the Company's works then in progress "was a pretty close estimate." He adds that he cannot "now find it," and that he "must have regarded it as a very informal paper." Very likely he did; but the Directors called for it as the basis of their action; it is spread at length upon their records under date of Oct. 11, 1855, and it is estimated at \$712,416, the total amount required on the 1st of that month to complete all the works of the Company, dated 16th September last, then entered upon the minutes and published in some of the City papers; which report also states that from Oct. 1, 1855, to Sept. 1, 1857, the Company had expended \$1,523,884 for work, labor and materials, besides \$258,722 for interest, making a total of \$1,777,606 paid up to that date for the work which, in October, 1855, it had been estimated could be completed for \$712,416. Mr. Jervis well knows that this wide discrepancy attracted the attention of the Board under Mr. Wilkinson's administration, and that he was then called upon by the President at a meeting of the Directors to explain it; and yet now he has lost that estimate! If I desired to pursue this matter, I might refer to his original estimate for the Middle Ground or Toledo Station of less than \$300,000, and compare it with his recent report, showing an actual cost of \$890,699; or I might quote from his published report in 1853, estimating the cost of the Goshen line, including stations and rolling stock, at \$2,500,000, and compare it with his report of last month, showing the actual cost, exclusive of interest, at \$3,687,219. But I do not desire to enlarge upon these or other similar topics; I merely wish to remind Mr. Jervis that other members of the Board have not held any monopoly of the privilege of making mistakes.

Mr. Jervis states, without qualification, that "a considerable part of the rolling stock, and all the rails, were contracted for by other parties" than himself. While I write I have before me two contracts for the purchase of "rails" to the amount of 11,000 tons, amounting, at prices then current, to some \$700,000 or \$800,000, and both executed in behalf of the Company by Mr. Jervis, as member of a Committee or as President. If it is so easy to be mistaken in one's recollection as to matters of such magnitude, and which were reduced to writing at the time, does not Mr. Jervis begin to think that his memory may be at fault in minor matters also, in relation to which there can be no written evidence?

He professes to have found in 1854 "pretty large sums due from Elisha C. Litchfield, E. B. Litchfield, John Stryker, the Terre Haute and Alton Road, and sundry brokers;" but he omits to state that he was himself indebted to the Company at the same time, and for the same reason, as the other gentlemen named by him. This Company, as a mode of assisting the Chicago and Mississippi Road, had purchased some of its stock at 50 cents on the dollar. That contract was made during my absence. Subsequently, Mr. Jervis, Mr. Stryker, and other Directors and stockholders, purchased a portion of the stock at the price paid for it, the Company agreeing to accept the purchasers' notes at four and six months; and those, I presume, were "the sums due" to which Mr. Jervis refers. Why did he overlook his own notes, and those of other Directors and stockholders, to single out Mr. Stryker and my brother? I believe that all the Directors who took part in the purchase paid their notes, and—lost their money. But they did it in an honest effort to benefit the Company whose President now makes this unfair reference to a transaction which four years ago he approved, and in which he participated.

The Terre Haute and Alton, and the Cleveland and Toledo Railroad Companies had offices in the same building as this Company, and it was a common practice for each Company to lend upon interest to either of the others, or to brokers, upon competent security, any of their unemployed funds. Such were "the sums due" from "brokers," and from the Terre Haute and Alton Road to which Mr. Jervis refers; all of which sums were refunded with interest some four years ago.

Other "sums" were advanced to the Terre Haute Company in 1854, and invested in its stock by virtue of a resolution of the Board adopted when Mr. Jervis was present, and in pursuance of a contract for business connections made by a Committee of which he was a member, and of which I was not. The same Committee contracted with the Wabash Valley Road for the use of the Middle Ground Station at Toledo, and the contracts thus made with both of those corporations were executed by Mr. Jervis in behalf of this Company. Subsequently, in November, 1854, this Company, at a meeting of the Board when Mr. Jervis was present, authorized the sale to the Terre Haute Company of sundry notes of Henry Dwight, Jr., sundry shares of stock of the Chicago and Mississippi Road, and of a claim for \$32,500, held against the Oswego and Indiana Plank Road Company. During all this time Mr. Jervis was a Director of the Terre Haute Road, and as such his name appears upon the obligation given by that Company upon this purchase. It cannot, therefore, be pretended that he objected to these transactions, and there was no other in relation to which he can claim that there was any "sum due" from the Terre Haute Company.

Deprived of facts to justify his assaults, Mr. Jervis is but the more prolific in words; and he spreads "financiering" through his article as loosely as if he was engaged in making an estimate! It reminds one of an unruly boy, who, powerless to gratify his malice, retreats to a safe distance, and employs himself in making up faces! Reiterating that only a portion of the expenditures for construction have been disbursed by him, he has "no doubt" that I "can show where the balance" of the expenditure has gone; as if by innuendo he would, if he could, induce somebody to believe in a wrong which he had not the courage to charge; and yet the ink is hardly dry upon the Company's report issued last month, signed by him as President, and embracing his statement as Chief Engineer, which furnishes the explanation!

As Chief Engineer, he says that "the amount actually paid for the work is about four and a half millions of dollars below what appears on the books of the general office."

The Directors in their report say: To make up this difference, we draw from the Treasurer's books as follows:

Losses on sale of bonds from June, 1850, to Sept. 1, 1857.....	\$1,054,553 30
Losses on sales of stock of the Company from December, 1856, to Sept. 1, 1857.....	349,531 06
Interest, commissions and brokerage from 1850 to Dec. 31, 1857, including coupons paid upon bonds issued for construction of the various lines until they were severally opened for use.....	1,249,029 56
Steamboat charters.....	172,568 80
Sundry entries, including part expenses of New York office, salaries and miscellaneous items, during seven years.....	1,547,602 63
	\$4,373,285 35

He states that when he left the Presidency the stock and debt were but \$11,000,000, and that in two years and a half they rose to \$18,000,000.

The Company's first report, made after Mr. Jervis left the Presidency, dated the 12th of October, 1855, (just five days before I left the country,) stated the stock and debts of all kinds at \$13,248,124 on the 1st of August preceding. On the 17th of October, 1855, my charge of the Company's

finances terminated, and has never been resumed. The next report brought the accounts up to \$17,706,070 on the 1st of May, 1857, (just six days after I had resumed my official connection with the Company as a Director,) thus showing an increase of about \$4,500,000 in the intervening twenty-one months.

During nearly all that time I was in Europe, having, as Mr. Jervis knows, no more connection with or control over the Company's operations here than the man in the moon. During the same period, Mr. Wilkinson was President, Mr. Hopkins Secretary, Mr. Ford assistant and acting Treasurer, with the exception of about three months, when he was disabled by sickness from discharging the duties, and they were performed by Mr. Elisha C. Litchfield. I entertain no doubt that these gentlemen can account for every shilling which passed through their hands during the time in question. But it is an appropriate illustration of Mr. Jervis's idea of fairness, to talk through two columns as if all these expenditures were wrong because he was not President, and as if I should be held responsible for them, when I had nothing in the world to do with them.

Not in self defence—for I scorn to notice with such a view an insinuation which no man will convert into a charge and father—but in justice to my subordinates, my associates, and my successors in the administration of the Company's finances, it is proper to say that, from the Company's earliest history, the Directors have caused stated and systematic examinations to be made, by a committee of their number, of all the books and accounts kept in the Treasurer's office. No one is better aware of this fact than Mr. Jervis, who, in his report in July, 1854, and after the happening of all the items which now constitute his bill of complaint, refers to this fact, and states that "in all cases the result of these examinations has demonstrated the accuracy and the perfect fidelity of the accounts and book of the company."

These examinations were continued, by my request, down to the moment when I left the Company's service in October, 1855, and the reports of the several Committees, verifying the books and accounts, are to be found at the company's office.

But I beg to inquire what title has Mr. Jervis to talk so much about other people's accounts? Conceding to him honesty of purpose in all his dealings with the company, I do not consider him any more honest than each and every one of the other Directors who sat around the council board prior to October, 1855, when I left. I do not, therefore, recognize in him any right to assume for himself a superior order of integrity, or a higher standard of morality, than is to be conceded to others; and he never made a broader mistake in his wildest estimate, than he does now, if he supposes that he occupies a position which justifies him in dealing out indiscriminate suspicion and abuse against other officers, past or present of the company.

The financial officers, whose sole privilege it was to pay, while it was his daily vocation to contract debts, in all cases executed bonds with sureties for the faithful discharge of their duties; and, as already stated, their accounts have from time to time been examined and audited by authority of the Board. Mr. Jervis admits that millions of dollars have been handled by him as Chief Engineer. He gave no bonds; up to October, 1855, his accounts with the company had not been audited, and I am informed by those who have succeeded me that they remain yet unadjusted. He talks about the amount which has "passed through" his hands, as if it were an ascertained fact—while as yet the company only knows the amount he has received, and relies upon his statement, unaudited, for the amount he has disbursed. The Company's works were pronounced complete months ago; its last report, announces that the "Construction Account is closed;" and yet the Board, in the very report stating that fact, comment upon the "complicated and anomalous way" in which the construction accounts have been kept, which, they say, have been under charge of the Chief Engineer, "in books under his exclusive supervision, rendering those accounts, as they were adjusted from

time to time, to the New York office. These returns," they add, "were sometimes delayed for a long period, rendering it impracticable for the Treasurer to state an accurate account of the expenditures at particular dates. And even now there is a part of the expenditure for construction which has not yet been presented to the New York office to be charged to that account."

Of the entire organization of this company, the Engineer Department is the only one which has disbursed millions without check and without settlement. Taking for granted that whenever his accounts are finally audited, they will be found to be substantially correct, I say that until that event happens, it will be good taste at least for Mr. Jervis to suspend his indiscriminate and uncharitable animadversions.

Mr. Jervis says that I "must have been fully aware for more than three years past" that "we entertained different views of business." I am happy to find one statement, the truth of which I freely admit, for it was just "three years ago" this month when the Board made a change in the office of President of the Company, after having tried Mr. Jervis for some months in that post. By that action, in which I concurred, he says that he "considered himself defeated." That was the precise date when his eyes were opened; up to that time he had been "anxious think well" of me, and had occasionally "voted for me." Since then he would not for the world commit such an enormity.

I am not aware that, during an intercourse of seven years, an unkind word ever passed between Mr. Jervis and myself, until he saw fit, without provocation, to drag my name into the controversy which he is waging against the Board of Directors. I take the public to witness that I have acted entirely in self-defence, and only when a decent self-respect prohibited my remaining silent. The positions which Mr. Jervis and myself occupy are radically different. He is a candidate eagerly canvassing for a re-election to office; I seek no such distinction. Never having been chosen a Director except by a unanimous vote, and never having held an executive office in the company by my own procurement or desire, but always against my wishes, and sometimes against my interests.—I could not stoop to engage in a partisan contest, and electioneer for votes to place myself in power.

As an individual, I have repelled unjust assaults; as a stockholder, I have a right to an opinion as to the management of the company. The first element of success is to secure Directors who will rise above all personal feelings and co-operate, in good faith and with entire harmony in the effort to restore the company to its former position. That is the work which the stockholders desire to see accomplished. They do not wish their property to be made the sport of contending parties, nor their interests jeopardized by the hot pursuit of private quarrels. They believe that their officers can render more service by taking care of the road than by ransacking its former history to find material for strife. They have the intelligence to see who of the present Board have originated and are fomenting quarrels, and they have the power at the approaching election to apply a suitable remedy.

EDWIN C. LITCHFIELD.

Jeffersonville Railroad.

The seventh annual report of the Jeffersonville and Indianapolis road has been long delayed, but is before the public at last in pamphlet form. The showing made is very fair; all liabilities have been met, no increase of floating debt is reported, and a large amount of renewal work has been done.

The Treasurer's report shows receipts from the following sources:

By passengers.....	\$118,233.28
By freight	91,464.27
By mail service	8,925.00
By express service	3,861.53
By rent of cars	252.76

The excess of earnings over expenses is \$74,327.89.

The Directors of the road are:

J. B. Gibbons, New York; M. G. Bright and J. M. Price, Madison, Ind.; John Barbee, A. Gowdy and James Guthrie, Louisville, Ky.; D. Ricketts,

W. D. Beach, S. H. Patterson, Woods Mabury, J. G. Read, and W. G. Armstrong, Jeffersonville, Ind. OFFICERS.—D. Ricketts, President; E. Milton, Secretary; J. H. McCampbell, Treasurer; A. S. Crothers, Superintendent; H. H. Reynolds, General Ticket Agent; W. H. Bennett, General Freight Agent.

Brunswick and Florida Railroad.

A vote was taken in Brunswick, last week, on the question of authorizing the City Council to subscribe for \$25,000 worth of the stock in the Brunswick and Florida Railroad, and stood as follows:

For subscription.....	101
No subscription.....	1

Baltimore and Ohio Railroad.

At the regular monthly meeting of the Directors of the Baltimore and Ohio Railroad Company, in February, a committee was appointed "to investigate the financial condition, general line of policy heretofore pursued, and all such other facts as they may deem important." This committee have made two reports. We give the substance of the majority report, signed by Messrs. J. Irwin Smith, B. DeFord, J. B. Brinkley, W. H. Stewart, and B. G. Fitzhugh. Interrogatories were addressed to the heads of the several departments, and the report made up from the answers thereto, which, the committee say, were full and candid.

It appears that the floating debt of the company was, on the 19th of February, to which date this report refers, as follows:

Bills payable.....	\$938,674
Capitation tax, loans, &c.,	138,283
	\$1,076,957
Available assets on hand for same.....	132,080
	\$944,877

The amount of uncollected Revenue was, on the 1st of February, 1858...	\$274,028
And on the 1st of October, 1856, was ..	270,464

Showing nearly an equal amount outstanding at both the dates to which we refer.

The company also holds \$500,000 or the Third Mortgage Bonds of the North-Western Virginia Railroad Company, as collateral for advances made that Company.

In the annual report, page 4, made on the 1st of October, 1856, the President and Directors announced the "gratifying fact" that in addition to the payment from the net earnings of \$170,566.23 of the funded mortgage debt, the sum of \$620,983.95, constituting the entire floating debt of the company, except the trifling sum of \$3,500, not then matured, had been liquidated. By the Treasurer's official statement, at that time there was in the

* Debt due State of Maryland for Capitation Tax for six months, to 1st January, 1858.....	\$38,851.50
Due State of Virginia for Passenger Tax for six months, to 1st October, 1857.....	8,363.95
Interest due the sinking funds on 1st January, 1858.....	6,400.00
Balance of Loan No. 1, due in 1854, and payable on presentation.....	84,668.00
	\$138,283.45

† Cash in the hands of the Treasurer on the evening of the 18th of February, 1858.....	\$15,591.47
Deduct check borrowed of the Western Bank	10,000.00
	\$5,591.47

City Loan hypothecated.....	88,250.00
Bills receivable.....	40,238.81
	\$132,080.28

hands of the Treasurer, \$427,655 in cash, from which, if we deduct the bills payable, \$58,500, and open accounts, \$19,839 then outstanding, which constituted the whole liabilities of the company, exclusive of those growing out of the bonded debt and the debt due the Washington Branch, there would remain in his hands on that day a cash balance of \$349,316.

Add the net profits after paying dividends, as shown by the Report of 1857	\$601,138
And excess of revenue above running expenses for four months, from 1st October, 1857, to 1st February, 1858	295,487
And amount of City Stock received from 1st October, 1856, to 19th February, 1858	896,247
Increase of the debt due the Washington Branch, which was on the 1st of February, 1858	\$173,757
And on the 1st of October, 1856	115,703
	58,054

Net receipts from the 1st October, 1856, to the 1st February, 1858, \$2,200,242

It thus appears that since the 1st October, 1856, the whole of the net receipts of nearly two millions and a quarter have been absorbed, and the floating debt is about one million of dollars. Of this large amount, the debt of the North-Western Virginia Railroad, which was, on the 1st of October, 1856, in notes \$481,982, and open account \$91,030, in all \$573,012, was on the 1st of February, 1858, as shown by the account current of that road, \$1,241,494, which exhibits an increase during that time of their indebtedness of \$668,482. Paid for bonded debt during the same period \$284,104. Paid for ground rents and interest from the 1st of October, 1857, to 1st February, 1858, \$471,215, and the balance appears to have been expended for construction, improvements in stations, machinery, &c.

In addition to the aggregate of the floating debt, there will be due for interest and ground rents in the month of April, \$263,983 And in the month of July 213,814

Amounting to \$477,297

The greater portion of the floating debt and interest matures prior to the first of July next, and nearly the whole is payable by the first of September.

The Committee know of no resources, other than those already named, for the payment of these engagements, as they fall due, except the receipt from the trade and transportation on the road, and the dividends and rents on the Washington Branch.—During the year 1857, when the receipts, \$4,616,998, were larger than ever before, the net revenue was \$1,856,213 And the dividends and rents from the Washington Branch 101,512

\$1,957,725

By the Treasurer's statement, the annual int's and ground rents are \$1,086,712. Bond of loan No. 3, due 1st January, 1859, with say 9 per cent for exchange 120,000 \$1,205,712 Exhibiting a balance after the payment of the interest, ground rents and liabilities on account of the bonded debt, of \$752,013

which amount would be applicable during the year to the reduction of the floating debt, no allowance or calculation being made for dividends during that time in the above estimate.

Among the items annually reported by the Treasurer, as assets of the Company, are several which have been long wholly unproductive, and which cannot, in the opinion of the Committee, be relied upon to aid the Company in the discharge of its existing liabilities. Among these are the Bonds of the Central Ohio Railroad Company for \$400,000, upon which no interest has ever been paid, which, with accrued interest and open account due by that road, now amounts to about

\$480,000. The debt due by the North-Western Virginia Railroad, viz.: \$1,241,494 60, for which, as before mentioned, this Company holds \$500,000 of their third mortgage bonds as collateral, is also, at present, unproductive; but the Committee are of opinion, that the revenues of that road will, in time, enable it to discharge its obligations to this Company. The stock of the Pittsburgh and Connellsville R. R. Co., \$35,000, is at present unavailable. These items together amount to the large sum of \$1,756,494.

The Company also hold \$1,016,800 in stock of the Washington Branch, upon which it received nine per cent. dividend during the last fiscal year.

There are, it appears, seven tunnels yet remaining to be arched, which will require an outlay of \$214,320. This work, in the opinion of that officer, cannot be delayed, but ought to be proceeded with as early as possible.

It is the joint opinion of Mr. Bollman and Mr. Smith that the extension of 20½ miles of double track, requiring an expenditure of \$246,000 is very desirable, and its construction would promote the interests of the Company by the increased profit and advantage with which the road could be worked. There are in addition to the above, 28½ miles of second track, which it is desirable should be laid, but the Master of Roads is of opinion that the construction of it may be deferred, until the financial condition of this Company will better justify the outlay. The cost of these 28½ miles is estimated at \$342,000. The Master of Transportation recommends the laying of 30 miles of double track west of Piedmont, on the heavy grades, as very desirable to ensure economy in the working of the road. The only fund now applicable (19th Feb.) to the arching of tunnels and the laying of the second track is the balance of the five million loan for the city, which is now reduced to \$245,477, which amount the committee consider justly liable for the payment of the balance of loan No. 1 still outstanding, in conformity with the stipulations of the five million loan.

The transfer between Benwood and Belair is under the control of this Company, who, by agreement with the Central Ohio Company, are entitled to collect 60 cents per ton on freight, mails, and express goods, and 25 cents for each passenger and baggage. The expenses at that point, as appears from the Auditor's statement, for the eighteen months prior to the 1st of February, 1858, was \$74,479; and the receipts from and through the Central Ohio Road for the same time was \$27,265. It is, however, the opinion of the General Freight Agent that this Company, as *Agent for Transfer*, receives from the local freights and passengers who pay directly the full transfer price, and from the through freights and passengers in revenue, more than sufficient to pay expenses at that point. This Company has heretofore paid to itself, as *Agent for Transfer*, not only its own pro rata on through freight and passengers, but also the proportion due by the Philadelphia road. The cost of the improvements was \$20,450, at Belair, and \$70,753 at Benwood, in all \$91,203.

The Master of Machinery reports the machinery in his department to be then in good order for an increased business.

The sinking fund for the redemption of the five million loan is under the management of the City Register.

		Increase since 1st Oct. 1856.
It now amounts to	\$570,832 61	\$128,688 10
Sink'g Fund for Ground Rents	35,441 66	8,500 00
Sinking Fund for Million Loan	20,000 00	
Sinking Fund for Mortgage Debts	230,666 66	230,666 66
	\$856,940 93	\$367,854 76

This exhibits a very large apparent increase, but in it are embraced the two iron bonds of Loan No. 3, of \$113,333 each, due and paid in London on 1st January, 1857, and 1st January, 1859. These bonds were liabilities of the Company,

which were retired as they fell due, just as all other fixed engagements of the Company have been. It would be quite as reasonable for a merchant to gather into a bundle all the notes he had ever paid, stamp them "belonging to the sinking fund not to be re-issued," and rely on them as means for redeeming outstanding liabilities.

The Committee recommend that the Construction Account be closed with the exception of the arching of the tunnels.

The Committee conclude by submitting for adoption the following resolutions:

1st. *Resolved*, That the Treasurer be, and he is hereby directed to lay before the Board, at each stated meeting, a full statement of the amount of the floating debt, the amount and character of available assets on hand to meet it, and the increase and decrease of the same as compared with his previous statement.

2d. *Resolved*, That the President and Treasurer, as Trustees of the sinking fund, be, and they are hereby directed to cancel the two iron bonds and the bond for \$20,000, stated as constituting a part of the sinking fund, and cause the proper entries thereof to be made in the books of the Company.

3d. *Resolved*, That the President be instructed to permit no charge to be made to the construction account except for arching tunnels.

The minority report of the committee is signed by Messrs. John W. Garrett, Wm. W. Taylor, J. H. Carter, and J. S. Nichols. We give an abstract.

After condemning the character of the majority report, the minority say:

In order fully to state the recent financial history and position of the Company, it is necessary to refer to the fact that during the fiscal year terminating October 1, 1856, its large net earnings, realizing upwards of 14 per cent. on the capital stock, viz.: \$1,443,748 70, not only enabled the Company to pay the two semi-annual cash dividends, amounting to \$606,432, and furnished means to liquidate, during that period, of the

Mortgage Loan No. 1 (bonds of 1854)	\$57,232 90
" " 3 (iron bonds) due	
Jan. 1, 1856	113,333 33
Expenditures for additional Rolling Power	107,750 94
Expenditures for additional Real Estate	37,732 27
	\$922,481 44

But also pay the entire floating debt, being bills payable, previously issued, and maturing within that year 476,983 95

Making in all \$1,399,465 39

During that period, as well as for the year terminating Oct. 1st, 1857, the construction of second track and the arching of tunnels were vigorously prosecuted.

Whilst the Balt. and O. Company had attained this high degree of prosperity, the North-Western Virginia Company, with its road incomplete, became embarrassed and helpless.

On the 12th of March, 1856, the advances, exclusive of guarantees to the North-Western Virginia Co., were \$210,000 00

On the 25th of February, 1858, as per statement of the Auditor, the actual advances and cash implications of this Company had swelled to the enormous aggregate of \$1,415,986 23

After crediting all the Revenue received, thus absorbing since that date directly \$1,205,986 23 of the means of the Baltimore and Ohio Company, an amount exhibiting an excess beyond the official estimates then presented of the requirements of the Company, (viz., \$500,000,) of \$705,986 23.

The Committee then show what would have been the financial condition of the Company pro-

vided no advances had been made to the N. W. Y. Co., and what is its actual condition:

On October 1st, 1856, the advances to the N. W. V. Co. were.....\$573,012 42
Less notes issued not matured..... 55,000 00

\$518,012 42
Total amount advanced February 25, 1858.....1,415,986 23

Income since Oct. 1, 1856.....\$897,973 81
February 1st, 1858, bills payable....1,073,926 46

From which deduct:
Cash in Bank.....\$128,062 09
Bonds of the city of Baltimore..... 96,915 64

224,977 73
Leaving the Floating Debt.....\$848,948 73
being less by \$49,125 08 than the advances to the North-Western Virginia Road since October 1, 1856.

This statement omits \$274,027 98 of uncollected revenue, due February 1, 1858.
The Baltimore and Ohio Company has paid from its earnings:

Mortgage bonds of 1854.....\$57,438 41
" " due January 1, 1857. 113,333 33
" " due January 1, 1858. 113,333 33

Reduction of bonded debt.....\$284,105 07
27 first class locomotives, 106 burden cars, 13 passenger and baggage cars 334,987 60
Camden Station..... 41,775 45
Hotel at Grafton, &c..... 28,939 98

\$688,807 93
Add cash dividend paid May 26, 1857 303,315 00

Making payments and investments from net earnings.....\$993,122 93
Irrespective of many other permanent and valuable improvements, the cost of which has been met from the same source.

Had no such advances been made the condition of the company would have been as follows:

Net floating debt as stated.....\$848,948.73
Add cash dividend for 6 months ending Oct. 1st, 1857..... 303,315.00

\$1,152,263.73
Deduct this sum from amount of advances, etc., to North-Western Virginia Railroad Company..... 1,415,986.23

Leaves a surplus of.....\$263,722.50

The minority report then reviews the connections of the company with the Central Ohio road, and gives the following statement of business from that source:

For the year preceding the opening of the Central Ohio, the number of passengers over the Baltimore and Ohio road, east and west, was 8,224, and the revenue \$57,571.50, being an average of 22 in both directions—equal to but 11 daily, each way, the line being then fully in operation to Wheeling. For the 3 years and 1 month since the opening of that avenue, the number of through passengers, exclusive of local, received from and delivered to the Central Ohio road, has been 74,176, yielding a revenue to this Company of \$564,661.75, making an average of 66 passengers per day, and upwards of \$180,000 per year revenue, thus more than tripling this important department of business. The results in regard to freight have been equally gratifying and remarkable, viz:

The tonnage received from the Central Ohio Railroad for the same period has been 118,651 tons and revenue.....\$933,722.18
Live stock, 357,925 head, or 38,241 tons and revenue..... 379,421.00

Making 156,892 tons, and revenue, \$1,313,143.18

And delivered to the Central Ohio road 47,357 tons, yielding a revenue of 467,380.05
Add amount received from passengers, as stated..... 564,661.75
\$2,345,184.98

The following statistics for the year ending February 1st, 1858, have been presented, viz:

Received from Central Ohio road 65,671 tons.
Delivered to " " " " 18,350 "

Revenue from this tonnage \$738,385, to which, if the receipts for passengers be added, the aggregate revenue for the year is found to exceed \$900,000.

The Report concludes as follows:

It is a source of congratulation, that the gradual restoration of commercial activity is producing so favorable an effect on the revenue of the road as to enable it rapidly to diminish its liabilities.

In striking illustration of this desirable consummation the subjoined facts are presented:

The bills payable on February 1, 1858, were\$1,073,926.46
The bills payable on April 12, 1858.. 769,192.35

\$304,734.11

Thus, after payment of the large amount of interest on City Loan and Bonded Debt maturing April 1st, \$162,472.36, and providing for the entire Pay Roll, \$164,471.89, the floating debt of the company has been reduced by its earnings for that brief period \$304,734.11.

Such a result, if proper and rigid economy be enforced in managing the road, indicates, with the continued improvement in general business now reasonably anticipated, a speedy relief from existing debt, and an early period for the resumption of the payment of dividends.

The undersigned therefore trust that the result of this investigation, exhibiting so palpably the great capacity of this road, by its past success and earnings, of continued usefulness, accompanied by just profits, will induce all parties participating in the serious responsibility of its management to unite cordially in promoting its interests and ensuring its permanent success.

The undersigned respectfully recommend the adoption of the following resolutions:

1st. *Resolved*, That in view of the great competition for business, and the existing reduced and low rates for transportations, every practicable economy and reduction of expense in each department of the service shall be effected.

2nd. *Resolved*, That the remainder of the City Loan shall be exclusively appropriated to the liquidation of the balance of the Bonds of 1854, viz: \$84,688, and the completion of arching tunnels.

3d. *Resolved*, That the Treasurer be, and is hereby directed, to lay before the Board, at each stated meeting, a full statement of the amount of the floating debt, the amount and character of available assets on hand to meet it, and the increase and decrease of the same as compared with his previous statement.

4th. *Resolved*, That the President be instructed to permit no further charge to be made at present to construction account, except for arching tunnels.

Finances of Canada.

A peculiarity of the Public Accounts this year is that they commence with a written report, by the Inspector General to the Governor General. The report is quite brief, but we are very glad to see it. Such reports give official information which is very useful, and in many respects better than oral explanations in the House. Mr. Cayley principally dwells on the increase of expenditure during 1857. In what items this has occurred the annexed comparative statement will show. He, in effect, states that increase of expenditure is a necessary incident in the progressive development of a young country. We shall only add we should have been glad if Mr. Cayley had made his

report a little longer and gone a little further into detail.

The following is a comparative statement of the expenditure of the Province for the years 1856 and 1857:—

	1857.	1856.	Inc.
	£	£	£
Interest on P'blic Debt. 286,511			
Less—Int'rest on Consol. Munic. Loan			
F'nd Deben-tures.....	5,475		
	281,036	225,223	55,813
Civil Government.....	58,512	56,080	2,432
Administration of Justice, Canada East, 76,018			
Do. do. Canada West.....	50,533		
	126,551	114,254	12,297
Provincial Penitentiary...	12,300	13,939	*1,649
Legislature.....	126,433	117,444	8,989
Education Canada East.....	51,806		
Do. Canada West.....	58,202		
	110,009	97,514	12,495
Agriculture.....	22,518	17,956	4,563
Hospitals and Charities.....	45,832	38,756	7,076
Geological survey.....	6,596	5,481	1,115
Militia & enrolled force	41,535	36,107	5,428
Light houses and coast service.....	33,701	27,994	5,707
Emigration.....	3,971	6,383	*2,412
Pensions.....	11,672	9,820	1,852
Public institutions.....	9,436	8,322	1,114
Ocean and River steam service.....	55,447	39,849	15,598
Police.....	5,818	4,733	1,015
Miscellaneous Printing.	2,991	2,095	806
Public works and build-ings.....	73,295	92,787	*19,492
Indian annuities.....	8,855	8,755	100
Sinking fund.....	73,000	60,848	12,152
Post Office services for 1856 and 1857.....	69,010		
Miscellaneous.....	13,886	57,198	*43,312

Expenses of Collection:

Customs.....	78,057		
Do. for return du-ties.....	4,805		
Excise.....	2,565		
Public works.....	32,395		
Do. for repairs.....	33,079		
Do. balances out-standing.....	2,176		
Territorial.....	69,830		
Fines and forfeit-ures, including seizures.....	2,857		
Casual.....	5,141		
	230,910	258,469	*27,559
	1,423,235	1,309,433	113,802

—Montreal Gazette.

North Missouri Railroad.

At an election held at St. Louis, on the 6th inst., for Directors of this Company, the following gentlemen were elected:

John D. Coulter, Thomas B. Hudson, Hancock Jackson, (Randolph county,) John C. Vogel, P. T. McSherry, Philip S. Lanham, James C. Edwards, George Dyer, (Warren county,) John W. Minor, (Schuyler county,) Isaac H. Sturgeon, Daniel E. Bryan, (Montgomery county,) Wm. M. Morrison, John W. Thornburgh.

At a meeting of the Directors of this Company, on the 6th inst., Mr. ISAAC H. STURGEON was elected President; P. S. LANHAM, Vice President; and ARTHUR KEMPLAND, Secretary.

* Decrease.

Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par valuation of \$100.

NAME OF COMPANY.	Length of Road.	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	NAME OF COMPANY.	Length of Road.	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.
Atlantic & St. Lawrence	149	2,494,900	3,482,000	5,976,900	576,483	107,687	6	75	Brunswick and Florida, Ga.	80	151,887	463,648	538,049	In progr.	199,897	8	
Androscog. & Kennebec	56	912,162	1,548,840	2,460,992	298,968	107,687	none	14	South. Western	292	1,399,100	441,292	1,716,731	585,214	199,897	8	
Kennebec & Portland	72	1,107,526	1,763,738	2,871,264	218,255	107,687	none	14	Tennessee and Alabama	30	399,754	626,889	679,906	53,776	29,406		
Portland, Saco, & Portland	51	1,396,400	1,360,378	2,756,778	253,717	120,909	6	94	Tennessee and Mississ.	69	792,793	468,384	1,261,177	175,340	334,504		
Boston, Concord, & Montreal	98	1,809,032	1,104,586	2,913,618	329,767	174,025	16	58	Memphis and Charleston	237	2,228,177	3,495,286	5,723,470	642,022	374,428		
Cheshire	58	2,085,925	899,313	3,179,687	355,629	113,077	6	45	Mobile and Ohio	224	6,784,819	2,066,459	10,701,428	564,382	278,428		
Concord	35	1,000,000	8,242	1,412,676	317,050	125,664	4	42	Miss. Central	188	642,534	none	628,303	In progr.	127,450		
Northern, N. H.	82	3,088,400	346,608	3,088,400	418,032	189,430	4	42	N. O., Opelousas & G. W.	80	2,800,000	750,000	3,577,525	284,178	189,003		
Concord & Passumpsic Riv.	90	1,000,000	800,000	1,784,146	177,588	74,401	none	1	N. O., Jackson & N.	130	4,036,000	1,816,610	3,500,000	189,003	189,003		
Putnam & Burlington	117	2,233,376	4,168,869	6,402,245	384,125	77,201	none	1	Vicksburg, Shreveport & Tex.	20	851,293	4,447	831,621	In progr.	104,992		
Vt. Central & Vt. & Canada	122	2,350,000	5,283,299	7,633,299	808,328	160,570	none	1	East Tennessee and Ga.	411	1,192,974	1,738,669	2,933,423	227,363	39,062		
Boston and Lowell	25	1,380,000	438,920	2,412,251	435,863	171,382	4	60	East Tennessee and Va.	43	626,075	1,728,664	3,208,138	61,314	219,262		
Boston and Maine	74	4,076,974	50,000	4,226,974	849,560	357,477	6	80	Nash. and Chattanooga	159	2,263,906	1,632,793	3,896,703	641,552	220,906		
Boston and N. Y. Central	74	2,240,300	1,673,589	3,913,889	594,170	245,194	6	79 1/2	Covington & Lexington	98	1,384,860	3,065,917	4,091,604	426,408	220,906		
Boston and Providence	43	3,160,000	239,720	3,399,720	594,170	245,194	6	79 1/2	Lexington and Frankfort	29	430,055	156,859	586,914	55,807	45,719		
Boston and Worcester	44	4,500,000	699,974	5,199,974	1,019,149	338,613	6	79 1/2	Lexington and Danville	13	694,444	71,000	765,500	In progr.	110,440		
Cape Cod	47	681,690	291,007	1,032,697	122,960	39,899	49 1/2	49 1/2	Louisville and Frankfort	65	698,326	669,061	1,367,387	243,035	110,440		
Connecticut River	50	1,691,110	275,772	1,966,882	267,710	65,096	3	42	Atlantic & Gt. Western	254	868,939	77,234	946,173	In progr.	171,287		
Eastern, Mass.	60	2,683,400	2,674,136	5,357,536	717,899	321,943	49	49	Bellefontaine and Ind.	118	1,881,645	1,247,500	3,129,145	395,950	700,804		
Pittsburg	67	3,640,000	100,000	3,740,000	668,974	260,838	80 1/2	80 1/2	Clev., Col. and Cincin.	141	1,741,220	103,489	1,844,709	229,750	395,950		
N. Bedford and Taunton	21	600,000	none	600,000	168,925	27,827	6	87 1/2	Cleveland and Toledo	200	2,675,422	3,739,207	6,414,629	736,272	395,950		
Old Colony and Fall River	77	3,016,100	280,100	3,296,200	683,357	305,140	6	87 1/2	Clev. and Mahoning	65	628,633	628,633	1,257,266	309,518	110,440		
Vermont and Mass.	69	2,232,641	1,019,148	3,251,789	240,133	62,267	none	6 1/2	Clev. and Pittsburg	133	2,780,744	3,043,992	5,824,736	581,877	309,518		
Western, Mass.	156	5,150,000	5,839,080	10,989,080	117,992	889,763	7 1/2	99 1/2	Clev., P. & Ashtabula	95	3,000,000	1,495,548	4,495,548	1,251,538	581,877		
Worcester and Nashua	46	1,141,000	205,565	1,346,565	216,887	82,720	4	38	Cin., Hamlin & Dayton	60	2,155,800	1,526,092	3,681,892	555,709	194,107		
Providence and Worcester	43	1,010,020	300,000	1,310,020	344,773	155,044	7 1/2	75	Cin., Wilm. & Zanesville	131	1,761,749	2,587,432	4,349,181	320,271	221,792		
Hartford and N. Haven	72	2,869,000	944,000	3,813,000	769,065	372,807	10	115	Columbus and Xenia	55	1,490,450	149,000	1,639,450	403,212	181,688		
Hartford, Prov. and Fishkill	122	1,941,340	2,375,274	4,316,614	387,895	166,162	none	---	Dayton, Xen. & Belpre	63	437,838	422,658	860,496	In progr.	164,479		
Housatonic	74	2,000,000	423,686	2,423,686	318,475	109,344	none	---	Dayton and Michigan	140	1,076,602	393,011	1,469,613	185,826	66,253		
Naugatuck	57	1,031,800	524,244	1,556,044	237,416	114,237	3	45	Dayton and Western	35	310,000	700,481	1,010,481	125,940	66,253		
N. York and N. Haven	62	2,980,800	2,163,537	5,144,337	1,007,666	449,538	3	45	Eaton and Hamilton	42	454,690	904,489	1,358,133	171,929	65,000		
N. Haven and N. London	50	738,258	761,462	1,500,000	120,071	30,318	none	---	Little Miami	65	2,981,282	1,266,000	4,247,282	392,517	33,376		
N. London, W. & Palmer	56	510,500	1,052,000	1,562,500	88,007	51,644	none	---	Mad River and L. Erie	205	2,697,000	3,368,000	6,065,000	712,213	184,371		
Norwich and Worcester	66	1,222,300	903,519	2,125,819	323,715	98,921	13	13	Central Ohio	138	1,626,856	5,191,877	6,818,733	1,111,626	662,117		
Albany Northern	32	439,005	1,625,098	2,064,103	117,716	9,904	---	---	Pittsb., Mt. Wayne & Chicago	383	5,994,144	7,344,827	12,338,971	1,111,626	662,117		
Black River and Utica	35	643,330	317,359	960,689	In progr.	---	---	---	Pittsb., May's & Cin.	60	371,350	31,000	399,350	In progr.	---		
Buffalo, Corn. and N. Y.	100	1,487,874	1,501,183	2,988,957	172,476	66,333	none	---	Sand'y, Mansf. & Newk.	127	1,350,000	2,206,357	3,556,357	328,958	164,479		
Buffalo and N. Y. City	92	798,439	2,537,849	3,336,288	321,896	131,896	none	---	Scioto & Hocking Valley	56	403,975	609,050	1,013,025	In progr.	---		
Buffalo and St. Line	69	1,300,000	1,040,000	2,340,000	298,750	86,763	10	---	Spring, Mt. Vernon & P.	118	1,000,000	950,000	1,950,000	In progr.	---		
Canandaigua and Elmira	47	434,111	922,393	1,356,504	174,089	69,506	---	---	Tol. Wabash & St. Louis	242	2,965,100	7,577,500	10,542,600	Recently opened.	---		
Canandaigua & Niagara F's	98	1,315,000	2,279,854	3,594,854	135,433	49,449	none	---	Cin., Log. and Chicago	255	4,196,679	1,006,125	5,202,804	249,868	124,140		
Cayuga & Susquehanna	35	687,000	506,689	1,193,689	135,433	49,449	none	---	Evansville & Crawfordsv.	109	988,061	1,270,872	2,258,933	249,868	124,140		
Hudson River	144	3,758,466	2,260,362	6,018,828	688,880	29,880	29	29	Ind. and Cincinnati	88	1,686,809	1,684,584	3,371,393	491,743	245,622		
Long Island	95	1,875,148	668,949	2,544,097	301,793	116,642	28 1/2	87 1/2	Indiana Central	66	612,350	1,261,170	1,873,520	398,189	204,685		
New York Central	556	24,138,661	14,607,510	38,746,171	8,027,251	3,573,736	8	87 1/2	Ind., Clev. & Pittsburg	83	826,825	1,001,900	1,828,725	296,845	136,635		
New York and Erie	464	11,000,000	28,081,468	39,081,468	7,642,390	454,082	25 1/2	25 1/2	Jeffersonville	66	1,014,252	694,000	1,708,252	260,644	94,318		
New York and Harlem	133	5,717,100	4,822,498	10,539,598	1,400,393	234,891	none	11 1/2	Madison and Indianapolis	87	1,647,700	1,336,816	2,984,516	260,214	118,628		
Northern, N. Y.	118	1,633,022	4,406,874	6,039,896	135,754	78,764	8	1	New Albany and Salem	238	2,585,121	5,281,848	7,866,969	645,827	371,402		
Oswego and Syracuse	35	305,180	213,025	518,205	149,373	78,764	8	---	Peru and Indianapolis	73	---	558,314	150,000	150,000	90,000		
Potomac and Watertown	29	467,200	294,189	761,389	In progr.	---	---	---	Terre Haute and Ind.	73	1,361,450	250,125	1,611,575	481,272	206,079		
Rensselaer & Saratoga	26	610,000	140,000	750,000	241,149	82,600	7	---	Chicago and Rock Isl'd	182	5,248,000	1,734,318	6,982,318	1,886,196	850,039		
Saratoga and Whitehall	48	500,000	395,600	895,600	71,909	21,089	none	---	Chicago and St. Louis	220	---	---	1,077,312	---	---		
Syracuse & Bingham'n.	30	768,369	1,578,804	2,347,173	159,484	22,503	none	---	Chicago, Burl. and Quincy	146	2,911,810	3,681,690	6,593,500	1,882,219	968,831		
Troy and Boston	27	437,830	737,079	1,174,909	166,383	55,184	3 1/2	63	Ohio, St. Paul & F'd du Lac	178	2,300,000	1,325,000	3,625,000	In progr.	---		
Watertown and Rome	97	1,500,000	700,979	2,200,979	440,290	162,037	3 1/2	63	Galena and Chicago	259	6,023,800	3,899,015	9,922,815	2,315,786	1,192,042		
Beaumont Delaware	64	1,060,000	1,619,000	2,679,000	243,393	114,632	12	130	Illinois Central	704	3,258,618	19,841,724	23,107,339	2,476,035	1,031,489		
Camden and Amboy	94	3,000,000	11,407,200	14,407,200	1,640,787	594,114	12	130	Peoria and Oquawka	181	1,569,889	2,200,000	3,769,889	640,000	In progr.		
Camden and Atlantic	60	3,485,000	1,550,854	5,035,854	117,889	45,452	none	---	Ohio & Miss. (Wst. Div.)	147	1,780,295	3,292,403	4,872,598	Recently opened.	---		
New Jersey	30	3,482,850	743,000	4,225,850	911,617	534,951	10	132	Terre Haute, Alt. & St. Louis	208	3,110,650	4,450,802	7,561,452	683,476	305,348		
New Jersey Central	63	2,000,000	3,305,093	5,305,093	553,478	319,319	7	---	Detroit and Milwaukee	185	838,000	1,125,964	1,963,964	In progr.	---		
Morris and Essex	53	1,167,805	362,500	1,530,305	245,685	86,250	6	---	Mich. Central	282	6,058,092	7,287,387	13,345,479	3,104,692	1,231,703		
Allegheny Valley	44	1,637,967	342,564	1,980,531	Recently opened.	---	---	---	Mich. South'n & N. Ind.	475	8,876,400	10,459,68	19,336,088	2,309,487	544,311		
Catawba, W. & Erie	63	1,700,000	1,940,000	3,640,000	219,253	62,450	---	---	Green Bay, Mil. & Ch.	155	764,075	442,726	1,206,801	In progr.	---		
Cumberland Valley	52	1,149,400	51,103	1,200,503	188,134	51,583	---	---	Milwaukee and Miss.	235	3,440,673	4,610,533					

Railroad Bonds.

Cincinnati Stock Sales.
By HEWSON & HOLMES.

NAMES OF COMPANIES. (The following quotations are ex-interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Alabama and Tennessee River	\$338,000	1st mortgage, convertible	7	1st Jan. 1st July	N.Y.	1872	85	
Buffalo and State Line	500,000	Do. inconvertible	7	1st April, October	"	1866	89	95
Bellefontaine and Indiana	600,000	Do. convertible	7	Jan'y, July	"	1866	85	
Do. do.	200,000	Real estate, convertible	7	Jan'y, July	"	1868		
Do. do.	200,000	Income, guar. Cl. Col. & Cin.	7	Feb'y, August.	"	1869		
Central Ohio	1,250,000	1st mort. conv. east. sec.	7	Divers	"	1861-64	65	85
Do. do.	800,000	2d do. inconvertible	7	March, Sept.	"	1865	50	80
Cincinnati, Hamilton, and Dayton	500,000	1st mortgage inconvertible	7	20 Jan. 20 July	"	1867	85	95
Do. do.	465,000	2d do. do.	7	May, Novemb.	"	1880	70	72 1/2
Cincinnati and Marietta	2,500,000	1st mortgage, conv. till 1862	7	Jan'y, July	"	1868		
Cincinnati, Wilmington, and Zanesville	1,300,000	Do. convertible	7	May, Novemb.	"	1862	75	
Cleveland, Painesville, and Ashtabula	567,000	Do. inconvertible	7	Feb'y, August.	"	1861	92	95
Cleveland and Pittsburgh	800,000	Do. convertible	7	Feb'y, August.	"	1860	65	80
Do. do.	1,200,000	Do. on Branches	7	March, Sept.	"	1873		
Cleveland and Toledo	525,000	Do. inconvertible	7	Feb'y, August.	"	1863	80	88
Chicago and Mississippi	800,000	Do. conv. till 1857	7	April, October.	"	1862-72	65	
Do. do.	1,200,000	Do. inconvertible	7	April, October.	"	1862-72	65	
Covington and Lexington	400,000	Do. do.	6	April, October.	"	1867	67	70
Do. do.	1,000,000	2d mortgage, convertible	7	March, Sept.	"	1883	60	
Delaware, Lackawanna, and Western	1,500,000	1st mortgage, do.	7	April, October.	"	1875	65	70
Florida Freeland	1,500,000	Do. not convertible	7	March, Sept.	"	1891		80
Fort Wayne and Chicago	1,250,000	Do. conv. till 1863	7	Jan'y, July	"	1873	72 1/2	
Gaiana and Chicago	2,000,000	Do. inconvertible	7	Feb'y, August.	"	1863	95 1/2	97 1/2
Do. do.	2,000,000	2d mortgage, do.	7	May, Novemb.	"	1875	86 1/2	87
Great Western (Illinois)	1,000,000	1st mortgage, do.	10	April, October.	"	1868	90	
Green Bay, Milwaukee, and Chicago	400,000	Do. convertible	8	10 April, 10 Oct.	"	1863	87 1/2	93
Jacksonville	300,000	Do. 2d sec. inconv.	7	April, October.	"	1873	70	
Indiana Central	600,000	Do. convertible	7	May, Novemb.	"	1866		90
Indianapolis and Bellefontaine	450,000	Do. do.	7	Jan'y, July	"	1860-61	70	80
Indianapolis & Cin'ti (for Lawb. & U. M.)	500,000	Do. conv. till 1857	7	March, Sept.	"	1866		80
La Crosse and Milwaukee	950,000	1st mort. 1st sec. conv. till 1864	8	May, Novemb.	"	1874	70	80
Lake Erie, Wabash, and St. Louis	3,400,000	1st mortgage, conv. till 1859	7	Feb'y, August.	"	1865	45	46
Little Miami	1,500,000	Do. inconv.	6	2 May, 2 Nov.	"	1883	78	80
Michigan Central	1,000,000	No mortgage, convertible	8	April, October.	Boat.	1860	91 1/2	93 1/2
Do. do.	800,000	Do. do.	8	March, Sept.	"	1869	91 1/2	93 1/2
Milwaukee and Mississippi	600,000	1st mort. 1st sec. conv. till 1857	8	Jan'y, July	N.Y.	1862		85
Do. do.	650,000	Do. 2d do.	8	April, October.	"	1863		82 1/2
Do. do.	1,250,000	Do. 3d do.	8	June, Decemb.	"	1877	79	80
New Albany and Salem	500,000	Do. 1st section	10	April, October.	"	1868-69		
Do. do.	2,325,000	Do. oth. sec. con. till 1858	8	May, Novemb.	"	1864-75		90
Northern Cross	1,200,000	1st mortgage, convertible	8	Jan'y, July	"	1873		90
Ohio and Indiana	1,000,000	Do. do.	7	Feb'y, August.	"	1867		90
Ohio and Pennsylvania	1,750,000	Do. do.	7	Jan'y, July	"	1865-66		85
Do. do.	2,000,000	Income, convertible	7	April, October.	"	1872		65
Pennsylvania (Central)	5,000,000	1st mortgage, conv. till 1860	8	Jan'y, July	Phila.	1860	96	97 1/2
Racine and Mississippi	680,000	Do. conv. sink'g f'd	6	Feb'y, August.	N.Y.	1876		75
Scioto and Hocking Valley	300,000	Do. 1st sec. conv.	7	May, Novemb.	"	1861		
Steubenville and Indiana	1,500,000	Do. convertible	7	Jan'y, July	"	1865		80
Terre Haute and Indianapolis	800,000	Do. do.	7	March, Sept.	"	1866		
Terre Haute and Alton	1,000,000	Do. do.	7	Feb'y, August.	"	1862-72	60	63

NAMES OF COMPANIES. (The following quotations include the accrued interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Baltimore and Ohio	1,128,500	Mortgage	6	Jan'y, July	Balt.	1875	80 1/2	81
Chicago and Rock Island	2,000,000	1st mortgage, conv. till 1853	7	10 Jan. 10 July	N.Y.	1870	95	96
Erie Railroad	3,000,000	1st mortgage	7	May, Novemb.	"	1867	99	100
Do. do.	4,000,000	2d mortgage, convertible	7	March, Sept.	"	1869	91	94
Do. do.	6,000,000	3d mortgage	7	March, Sept.	"	1863	76	78
Do. do.	6,000,000	4th mortgage, not convertible	7	April, October	"	1860	68	70
Do. do.	4,000,000	Not conv. Sink Fund, \$420,000	7	Feb'y, August.	"	1875	48	49
Do. do.	4,351,000	Convertible, Inscription	7	Feb'y, August.	"	1871	44	45
Do. do.	3,500,000	Convertible	7	Jan'y, July	"	1862	45 1/2	47 1/2
Hudson River	4,000,000	1st mortgage, Inscription	7	Feb'y, August.	"	1869-70	99 1/2	99 1/2
Do. do.	2,000,000	2d do. do.	7	16 June, 16 Dec.	"	1860	88	90
Do. do.	3,000,000	3d do. convertible	7	May, Novemb.	"	1870		67
Illinois Central	17,000,000	Mortgage, inconvertible	7	April, October.	"	1875	88	88 1/2
Do. (Free Land)	3,000,000	Mfg 345,000 acrs-priv. 7 shars	7	March, Sept.	"	1860	88	89
Michigan Southern	1,000,000	1st mortgage, inconvertible	7	May, Novemb.	"	1860	79	81
New York and Harlem	1,800,000	Do. do.	7	May, Novemb.	"	1861-72	83	84
New York and New Haven	750,000	No mortgage, do.	7	June, Decemb.	"	1856-60	90	91
New Haven and Hartford	1,000,000	1st mortgage, do.	6	Jan'y, July	"	1873	90	91
Northern Indiana	1,000,000	Do. do.	7	Feb'y, August.	"	1861		80
Do. Goshen Branch	1,500,000	Do. do.	7	Feb'y, August.	"	1868		70
New York Central	8,287,000	No mortgage, do.	6	May, Novemb.	"	1863	90 1/2	91
Do. do.	3,000,000	No m'g conv. from June 57-59	7	15 June, 15 Dec.	"	1864	102 1/2	102 1/2
Panama, 1st issue	900,000	Convertible till 1856	7	Jan'y, July	"	1866	100	
Do. 2d do.	1,478,000	Do. till 1858	7	Jan'y, July	"	1866	88	90
Reading, issued 1844, '48, '49	1,573,000	Mortgage, inconvertible	6	Jan'y, July	Phila.	1860		
Do. do.	1,300,000	Do. convertible	6	Jan'y, July	"	1870		74
Do. do.	3,469,000	Do. inconvertible	6	April, October.	"	1866	66	66 1/2

CITY SECURITIES.		Int't payable.	Off'd	Asked	CITY SECURITIES.		Int't payable.	Off'd	Asked
New York, 5 per ct. 1858-'60	{	May,	93	97	Milwaukee, 7 per ct. coup. X	Divers	70	77	
Do. 5 do. 1870-'75		August, and	94	98	New Orleans, 6 per ct. cp. B.R. X	Do.	60	77 1/2	
Do. 5 do. 1888		November.	102	102	N. Orleans, 6 per ct. cp. municip. X	Jan'y, July	80	85	
Do. 5 do. 1890-93		Feb'y, August.	91	92	Philadelphia, 6 per ct. 1876-98	Jan'y, July	95 1/2	96 1/2	
Albany, 6 per ct. coup. 1871-'81 X		Jan'y, July	96	100	Pittsburgh, 6 per ct. coup.	Divers	65		
Alleghany, 6 per ct. coup. 1871-'81 X		Quarterly.	91	93 1/2	Quincy, 8 per ct. coup. 1868 X	Jan'y, July	60	70	
Baltimore, 6 per ct. 1879-'90		April, October.	95		Racine, 7 per ct. coup. 1873 X	10 Feb'y, Aug.	85		
Boston, 6 per ct. coup.		Jan'y, July	96	97	Rochester, 6 per cent. coup.	Divers	90	98	
Brooklyn, 6 per ct. coup. Long X		Do. do.	101 1/2		St. Louis, 6 per ct. coup. Long X	Do.	77 1/2	80	
Clev'rd, 7 per ct. cp. W.W. 1879 X		Divers	86	90	Do. do. Municipal. X	Do.	73		
Cincinnati, 6 per ct. coup.		Jan'y, July	83 1/2	86	Sacramento, 10 p. ct. cp. 1862-74 X	Do.	55		
Chicago, 6 per ct. coup. 1873-77 X		Jan'y, July	96	97 1/2	S. Francisco, 7 p. ct. cp. 1865, pay. N.Y. X	May, Novemb.	95		
Do. 7 per ct. coup. 1880 X		Feb'y, August.	103		Do. 10 p. ct. cp. 1871 X	Do. do.	94	99	
Detroit, 7 per ct. cp. W.W. 1873-78 X		March, Sept.	97	100	Do. 10 p. ct. pay. N.Y. X	Jan'y, July	60		
Dubuque, 8 per ct. cp. Long X		Jan'y, July	97 1/2	100	Do. 6 per ct. pay. N.Y. 1875 X	Do. do.	60	62 1/2	
Jersey City, 6 p. ct. cp. W.W. 1877 X		Divers	64	68	Wholesale, 6 per ct. coup.	Divers	50		
Louisville, 6 per ct. cp. 1880-'83 X		Jan'y, July	64	65	Do. 6 p. ct. cp. Mun. 1874 X	March, Sept.	51		
Memphis, 6 per ct. coup. 1883 X					Zanesville, 7 do.	April, October	97		

For the week ending April 14, 1858.
 \$5,000 Little Miami, 6 per ct. 1st Mort., and interest 77 1/2
 2,000 Little Miami, 6 per ct. 1st Mort. do. 78
 3,000 Ohio & Miss. Construction, 7 per ct., and interest. 30
 7,000 Cov. & Lex., 7 per cent. 2d Mort., and int. 55 to 56
 3,000 Cov. and Lex., 7 per cent. 3d Mort. and interest. 35
 1,000 Indianap. & Cin., 2d Mort. 7 per ct. 74 1/2
 5,000 Cin. Ham. & Dayt., 7 per ct. 2d Mort. 75
 2,000 Hillsboro' and Cin., 7 per cent. 1st Mort. 25
 2,900 Columbus & Xenia, 7 per cent. Dividend, due in 1860. 90
 4,000 City of Cin., 6 per ct. Water Loan, due in '65. 91
 \$750 Little Miami, Dividend Scrip, 6 per cent. 77

STOCKS.
 100 Shares Little Miami 77 1/2
 89 " Columbus and Xenia 75
 50 " Indianapolis & Cincinnati 49

Extract from De Coppet & Co.'s Money Circular for the European Steamer of the 21st April.

[TRANSLATED.]
 NEW YORK, Monday, April 19, 1858.

Since our advices of 12th inst., the stock market has partially lost the activity which we then noticed. The speculative article appears to have again become more contracted, and the number of operators is limited. Capitalists participate but little in this movement, and the few transactions in State Stocks and in investment securities indicate that notwithstanding the abundance of money they keep aloof. The fluctuations in State Stocks and in most Railroad Bonds have been very trifling, though they are generally a little lower price. In Railroad Shares there is a more marked decline. State Stocks—The only ones that have given rise to business of any importance are Missouri 6s with a decline of 1/2, Tennessee 6s with a decline of 1/4; and Virginia 6s, which close at an advance of 1/4; California 7s, old, have been done at 83. In City Bonds we have heard of no transactions besides the sale of a few Memphis 6s, guaranteed by State of Tennessee, at a slight decline, and of some St. Louis 6s, municipal, without change in rate. In Railroad Bonds the movement has been very moderate. Illinois Central Constructions, after having risen 3/4, close at 1/4 decline; the Freeland Bonds are without change; Erie 7s, of 1871, have been done from 42 to 44 1/2, and the 4th mortgage bonds at 68. The other issues have altered but little. La Crosse and Milwaukee Land Grants have advanced 1/2, and Milwaukee and Mississippi 2d mortgage 10s declined 1 per cent. The other issues of this company remain perfectly inactive. Money continues very abundant at from 4a7, but most generally from 5a6 per cent. for short loans. Paper above bank rates, is scarce.

DE COPPET & CO.

American Matters in London.

From the London Times of the 7th inst. we extract the following statement in regard to American matters:

The anticipations with regard to a renewed exportation of specie from this country to New York have been confirmed, and the Cunard steamer Africa took out on Saturday £64,212. The experiment will most likely prove profitable, since the advices received this morning describe a further adverse movement in the rate of exchange, which has led to a large insurance policy being opened by a leading firm for the transmission of further means. There is no expectation, however, that the drain will assume any formidable proportions, and under no circumstances, now that the exportation to India and China has been powerfully checked, it is likely to absorb all the surplus arrivals of each week. The chief cause of the movement seems to consist in the activity with which cotton is being shipped from the Southern ports, while the demand at New York for European manufactures has for several months been entirely stagnant, and is only now showing faint symptoms of revival. The reports of the stock market received to-day by the Canada show that the lessons of the late crisis have wholly failed to cause a diminution of recklessness in that department, the fluctuations in prices, from the influence merely of speculative operations, being as extraor-

inary as at any former period. A few weeks back an enormous rise took place, which has been followed by a proportionate fall, without any alteration either in politics or the money market to account for it in the smallest degree. Gold continued to accumulate, and the certainty was entertained of the stock being further increased by the receipt of remittances from this side, but most descriptions of securities had experienced a decline of between 5 and 10 per cent. Erie Railway had gone from 31 to 25; Reading from 60 to 52½; New York Central from 92½ to 89; Michigan Southern from 26½ to 21½; Panama from 106½ to 104½; and Illinois Central from 97 to 91½. In the aspects of general business there was no alteration. The last weekly return of the New York Banks showed a trifling falling off in the stock of specie, but it was merely nominal, since they had taken between £400,000 and £600,000 of the new issue of £1,000,000 Government Treasury notes, and had paid for them in gold, which had gone into the Government vaults. The total held in the city, therefore, by the New York Banks, and the Sub-Treasury was again larger than any former period, and reached £7,570,000, of which the proportion belonging to the banks was £5,400,000. A satisfactory judgment had been rendered in the United States Circuit Court, confirming the liability of the Cleveland and Columbus Railway Company on about £80,000 bonds issued by a bankrupt concern called the Columbus and Piqua Company, which are chiefly held in England. The Cleveland and Columbus at one time admitted their obligation, but subsequently made the attempt at repudiation, which has now been defeated."

American Railroad Journal.

Saturday, April 24, 1858.

Railroad to the Pacific.

We have given, in previous numbers of the JOURNAL, copies or summaries of the bills to aid in the construction of a railroad to the Pacific, presented to Congress during its present session by Messrs. Gwin and Cameron of the Senate, and Phelps of the House of Representatives, as well as the Bill reported by the select committee. In addition to these, Bills have been presented by Messrs. Davis and Foot of the Senate, intended as substitutes to the Committee's Bill, and several members of the House have offered, or given notice of their intention to offer, amendments when the Bill should come up for discussion in that branch of Congress.

On the 17th inst., the quietus was given to the measure, so far as the Senate is concerned, by the adoption of Mr. Benjamin's resolution to postpone the whole subject until December, by the following vote:

Yeas—Bayard, Del., Benjamin, La., Biggs, N. C., Clark, N. H., Clay, Ala., Collamer, Vt., Davis, Miss., Dixon, Conn., Evans, S. C., Fessenden, Me., Hammond, S. C., Hale, N. H., Houston, Texas, Hunter, Va., Iverson, Ga., Jones, Iowa, Johnson, Tenn., Johnson, Ark., Mason, Va., Pearce, Md., Sebastian, Ark., Slidell, La., Thompson, N. J., Wade, O., Wilson, Mass.—25.

Nays—Allen, R. I., Bell, Tenn., Bigler, Penn., Bright, Ind., Broderick, Cal., Chandler, Mich., Doolittle, Wis., Douglas, Ill., Fitch, Ind., Foot, Vt., Green, Mo., Gwin, Cal., Henderson, Texas, Kennedy, Md., King, N. Y., Polk, Mo., Pugh, Ohio, Seward, N. Y., Simmons, R. I., Stuart, Mich., Trumbull, Ill., Wright, N. J.—22.

Absent—Bates, Del., Brown, Miss., Cameron, Penn., Crittenden, Ky., Durkee, Wis., Foster, Conn., Hamlin, Me., Harlan, Iowa, Mallory, Fla., Reid, N. C., Sumner, Mass., Thompson, Ky., Toombs, Ga., Yulee, Fla.—14.

Fitzpatrick, Ala., in the Chair.

None of the schemes proposed, as we have heretofore shown, were competent to build the road.

The Bills of Messrs. Gwin, Foot, and Davis, proposed grants of public lands, and the issue of U. S. Bonds—by the two former to the amount of \$25,000,000, and the latter \$10,000,000. Mr. Cameron's Bill provided for a commission of Engineers to determine the best route, and did not specify any fixed limit to expenditures.

It is quite certain that no railroad can ever be built to the Pacific without a definite understanding of the requirements of such a work, and a cordial concurrence of all parties upon some competent plan.

Pacific (Mo.) Railroad.

In the JOURNAL of the 10th inst. we gave a full abstract of the Eighth Annual Report of the Directors of the Pacific (Mo.) Railroad. Below, we give a statement of the financial condition of the Company and the operations of the past year:—

Receipts and Expenses of the Transportation Department for the year ending Feb'y 28, 1858.

RECEIPTS.	
Transportation of passengers.....	\$397,155 08
Do. merchandise.....	259,339 15
Do. mails.....	14,821 20
Rents of Houses.....	1,766 95
	<hr/>
	\$673,082 38
Deduct difference between receipts and earnings.....	4,735 79

Total amount of earnings.....	\$668,346 59
Expenses.....	355,139 44

Net earnings.....\$313,207 15
The rolling stock consists of 26 locomotives, 30 passenger and baggage cars, 301 freight cars, and 113 gravel cars.

Financial Statement Pacific Railroad March 1st, 1858.

RECEIPTS.	
Capital Stock.—Stock paid in in full.....	\$1,552,100 00
Stock paid in in part.....	\$2,359,400 00
Less due on same....	669,052 35
	<hr/>
	1,690,347 65
Forfeited Stock.....	1,312 50
Interest Scrip.....	9,101 90
	<hr/>
	\$3,252,862 05

Stock S.W. Branch, paid in part.....	\$356,000 00
Less due on same.....	289,026 67
	<hr/>
	66,973 33

Total amount received from stock..\$3,319,835 38

Bonded Debt.—Bonds of State of Missouri issued for Main Line.....	\$6,780,000 00
Pacific Railroad Construction Bonds....	23,000 00
	<hr/>
	\$6,803,000 00

Bonded Debt Main L. South-West Branch. Bonds of State of Mo. issued for S. W. Branch.....	\$768,000
Constr'n B'ds.....	132,000
	<hr/>
	900,000 00

Bonded Debt S.W. Br.	900,000 00
Total Bonded Debt.....	7,708,000 00
Premium received on Bonds.....	71,594 30

Land Account.	
Lands sold, \$2,351 76; rents, \$15..	2,366 76
Floating debt Main L.....	\$305,576 65
Do. S. W. Br....	299,143 88

Total floating debt.....	604,720 03
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Total receipts from all sources to date,.....	\$11,701,516 47
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EXPENDITURES.

Construction.—St. Louis to Jefferson City.	
Graduation and masonry.....	\$3,401,598 06
Bridging.....	265,884 87
Ballasting.....	102,568 08

Total cost of road bed.....	\$3,770,045 46
Superstructure.....	1,242,294 55
Land and land damages.....	216,339 49
Real estate.....	17,999 92
Seventh-street depot grounds.....	120,000 00
Fences and protections.....	86,937 17
Buildings and machinery.....	300,447 65
Telegraph line.....	6,235 62
Locomotives and tenders.....	280,734 24
Passenger and baggage cars.....	99,493 09
Freight cars.....	167,336 03
Gravel, iron and hand cars.....	21,899 61
Engineering and agencies.....	185,809 74
Office expenses and contingencies..	109,358 98

West of Jefferson City.	
Graduation, masonry, superstructure, etc.....	1,163,730 18
Interest, Exchange, etc.....	1,666,973 82

Total cost of Main Line...\$9,455,635 05

Construction—South-West Branch.....	\$818,010 33
Interest, exchange, etc.....	149,951 63

Total cost of South-West Br. ..	967,961 96
Transportation Department.—Cost of materials on hand.....	62,797 45

Income Account and Deficiency in Earnings.	
Whole amount of interest charged to Transportation Department since opening the road to Franklin.....	\$664,225 87
Less net earnings to March 1, 1858.....	518,577 88
	<hr/>
	145,647 99

Assets in hands of Treasurer:—	
Bills receivable.....	\$188,445 18
State Bonds—Pacific R. R.....	306,000 00
State Bonds—S.W.Br.....	547,000 00
Bonds of the town of Hermann.....	500 00
Sundry accounts.....	7,862 45
Cash balance.....	19,666 39
	<hr/>
	1,069,474 02
	<hr/>
	\$11,701,516 47

La Crosse and Milwaukee Railroad.

Gov. Randall, of Wisconsin, has appointed Timothy O. Howe, of Green Bay, Wm. A. Prentiss, of Milwaukee, and J. Allen Barber, of Grant Co., as three inspectors of the approaching election of Directors of the La Crosse Railroad, according to the recent act of the Legislature on the subject.

The Hon. Stephen Clark has resigned his post as President of this Company, and has been succeeded by Mr. Stanton of Albany. E. A. Goodrich, one of the Milwaukee directors, has resigned, and Mr. Jacob H. Shear, of Albany, has been elected to fill the vacancy. Byron Kilbourn has also stepped out, and his place is filled by A. C. Gunison, of Troy.

The Madison (Ind.) Patriot says:

"There is no doubt a game in these movements, at this particular time—something is evidently in the wind, when Byron Kilbourn resigns any post, he is either compelled to, or a stroke of policy is aimed at. We shall see what we shall see, in respect to this matter. In the meantime let the stockholders keep a good watch. It is currently reported that last fall some \$2,000,000 in bonds were issued and sold at 10 cents on the dollar, and then immediately converted into stock. This of course will allow quite a margin for proxy voting. We say look out."

THE LIFE OF GEORGE STEPHENSON, RAILWAY ENGINEER. By Samuel Smiles. From the 4th London Edition. Boston: Ticknor & Fields, 1858; pp. 486.

The name of George Stephenson has become a household word with engineers, and with all men who are directly interested in the development of the railroad system of which he was so worthy a pioneer, and in which his eminent son, Robert Stephenson, is still so active a worker. This record of his life by Mr. Smiles—just issued from the press of Ticknor & Fields—aside from the interest which attaches to every well-written biography, is peculiarly valuable as showing the way in which, from the humblest origin, George Stephenson, by his energy, honesty, independence and perseverance, became one of the most marked men of his time.

It is a book which should be in the hands of every engineer and railroad employee, and should be carefully read by them. It is the record of a life of persevering industry. Perhaps no man ever more completely realized Dr. Johnson's definition of genius than Geo. Stephenson. Whatever may be his true place among inventors, it is certain that the railroad system of the world is more indebted to him than to any other man. His energy, his thorough, practical common sense, his indefatigable devotion to the great work to which his life was given, added to the varied experience which he acquired in the humble labors of his early life, did more than can be told to reduce the vague ideas in regard to the power and uses of steam to a practical result. He subdued steam as Franklin subdued the lightning.

It is chiefly, however, the moral example of such a life which is of use to the world. George Stephenson was always the same faithful and industrious worker, whether as a miner at a few pence a day, as plug man, at the wheezy old engine, or as designer and executor of the great railroad enterprises which have rendered his name famous throughout the world. Integrity and perseverance were his great characteristics; and these traits he was never tired of impressing upon the minds of the young, throughout his whole career.

Before this reprint of his work appeared, we gave liberal extracts in the JOURNAL from English Reviews upon his life and character. We rejoice that Messrs. Ticknor & Fields have done so signal a service to literature and to sound morals as they have by the publication of this book. It cannot be too widely circulated, or too thoroughly read. The more the American mind is imbued with the spirit which governed George Stephenson's whole life and conduct, the more will it tend to develop in this country that steadiness of purpose, stability of character, and deep-rooted integrity and devotion to duty which are the leading traits in every truly great people.

An appendix is added, containing an address of Robert Stephenson, on the railway system of Great Britain, which is full of important and valuable information in regard to the practical management, and the great advantage of railways. We especially commend this to all legislators, in the hope that it may induce them to enact some uniform railroad laws throughout the States, so that we can obtain results by which the railroad management of this country can be reduced to something like a system.

Minnesota.

This new State has just voted its credit to the extent of \$5,000,000, in aid of four lines of projected railroads, to be divided among them equally. The bonds of the State are to be issued at the rate of \$20,000 per mile, and will secure the construction of 250 miles of road. We have already published the law providing for the issuing of the bonds.

Should the money raised be faithfully expended, and the roads built be constructed with economy and prudently managed, the people of the State will have no cause to regret their recent act. Railroads are greatly needed by them, and they can well afford to make some sacrifice to obtain them. There is great danger, however, that the railroads first undertaken in Minnesota will repeat the experience of pioneer enterprises throughout the country. There is an equal chance that the State may become seriously embarrassed in its finances without securing the beneficial results anticipated. Prudence is not the characteristic of a new people. An exaggerated value attached to the land grants possessed by the several companies may lead to the extravagance and recklessness of which we have such pregnant examples elsewhere.

Minnesota, though it is only a few years since she had any population, could give ample support to a line of railroad connecting the railroads of Iowa or Wisconsin with St. Paul. This is the line of railroad most needed. The rapid influx of settlers will secure a good home market for several years to come. Another very important road could be from St. Paul to Lake Superior, as the future outlet of the produce of the State. With these two, the State would, for the present, be well off for public works. Others could be pushed forward as fast as she could command the means.

Albany and Susquehanna Railroad.

The attention of contractors is invited to the advertisement of C. W. WENTZ, Esq., Chief Engineer of this Company, soliciting proposals for the grading, masonry, bridging and fencing of fifty-five miles of their road, extending from Albany to East Worcester, in this State. The time for receiving proposals is limited to the 31st of May. Plans, maps and specifications, also the line of the road, will be ready for examination, on and after the 18th.

Sale of Madison and Watertown Railroad.

The Madison and Watertown [Wis.] road has been sold under foreclosure, and it is said will be completed to Madison by the bondholders, of whom Russell Sage, Esq., of Troy, is the principal.

Illinois Central Railroad.

We learn that David A. Neal, formerly Vice President of the Illinois Central Railroad Company, has brought a suit against it to the amount of \$190,000 for services as agent for the Company in England for purchase of rails, sale of bonds and other negotiations. The claim is stated to be in the nature of a reclamation for commissions. At the time these services were rendered, Mr. Neal was in the receipt of a salary of \$10,000 per annum, as Vice President. The claim is resisted by the Company on this ground, and on the strength of a resolution of the Board adopted in 1858, introduced by Mr. Neal himself, by which it was re-

solved that no officer of the Company should receive any compensation beyond his salary.

North-East and South-West Alabama R. R.

On another page will be found the Advertisement of this Company, inviting proposals for the construction of the brick work of the Tombigbee and Black Warrior bridges.

The board of directors of this road have since determined to let out the superstructure of these bridges at the same time.

Illinois Central Railroad.

The report of the Directors of the Illinois Central Railroad Company for the year ending December 31, 1857, was presented to the stockholders at their annual meeting at Chicago, March 17, 1858. It presents a statement of the operations of the road for the year 1857, from which we compile the following abstract:

RECEIPTS.

From Passengers.....	\$1,064,978
From Freight.....	1,037,988
From Mails, Baggage, &c.....	200,999
	\$2,293,965

EXPENSES.

Maintenance of Way.....	\$374,136
" Machinery.....	310,859
Station Expenses.....	300,988
Fuel.....	281,608
Salaries, &c.....	523,640
	\$1,791,231

\$502,734

To which add amount credited by construction account, &c..... **63,236**

Leaving as total net earnings..... **\$565,972**

The Company own 112 locomotives, which have run 2,229,898 miles—of which 21 are coal burning engines. The machinery is in good order. The rolling stock is as follows: 73 passenger, 24 baggage and mail, and 2,289 freight cars, of all descriptions.

The following is a statement showing comparative cost of coal and wood as fuel for locomotive engines for I. C. R. R. Co.:

WOOD ENGINES.

No. of Engine.	Miles Run.	Cost of Fuel.	Average per mile.
77.....	22,845	\$3,741 73	.16 37
78.....	19,732	3,752 50	.19 01
79.....	24,804	5,652 50	.22 79
80.....	27,701	4,452 44	.16 05
81.....	23,423	5,613 75	.23 96
82.....	19,073	3,426 68	.17 81
83.....	29,844	3,915 91	.13 12
84.....	14,152	1,787 64	.12 71
85.....	22,007	4,523 75	.20 58
86.....	22,713	4,242 50	.18 67
87.....	19,236	2,357 50	.12 25
88.....	21,360	4,922 50	.23 04
	266,890	\$48,394 40	.18 18

COAL ENGINES.

90.....	21,807	\$2,383 58	.10 98
91.....	19,229	2,873 65	.14 94
92.....	18,751	3,005 66	.16 02
94.....	19,611	2,801 00	.14 27
97.....	22,391	2,118 54	.09 46
98.....	15,714	2,118 73	.13 48
99.....	16,076	2,288 00	.14 23
100.....	6,838	597 64	.08 61
101.....	9,360	1,222 00	.13 05
102.....	10,833	1,424 25	.13 14
103.....	6,511	621 88	.09 54
104.....	4,104	480 06	.09 26
	171,225	\$21,834 49	.12 75

Cost per mile for fuel on Coal Engines 12 75
 " " " " Wood Engines 18 13
 Showing a saving of 29.6 per cent. in favor of coal as fuel.

The land sales during the year amounted to 335,723 acres, for \$4,064,717, against 336,348 acres, \$4,548,562, in 1856. There remain on hand 1,394,066 acres belonging to the Company.

Voluminous tables accompany the report. The following is the balance sheet:

Illinois Central Railroad Co. in General Account,
December 31, 1857.

	Dr.	
Permanent Expenditures.....	\$23,437,669	32
Working Stock of Supplies, &c.	605,405	25
Interest Account.....	\$3,521,055	51
Less Avails of Interest Fund.....	692,002	92
	2,829,052	59
	\$26,872,127	16
	Cr.	
Capital Stock.....	\$6,556,435	00
Construction Bonds.. (\$16,804,000)	15,192,559	56
Free Land Bonds..... (\$3,000,000)	2,079,876	61
Optional Right Scrip... (\$783,500)	736,213	75
Net Floating Liabilities.....	2,307,042	24
	\$26,872,127	16

The officers of the road are as follows:

Gov. W. H. Bissel, *ex-off.*; Thomas E. Walker, J. N. Perkins, Gustavus W. Smith, Jonathan Sturges, Jos. W. Alsop, Fred'k C. Gebhard, Ebenezer Lane, Abram S. Hewitt, W. H. Osborn, L. M. Wiley, Franklin Haven, P. Chouteau, Jr., *Directors.*

W. H. OSBORN, *President.*
 G. B. McCLELLAN, *Vice-President.*
 JAMES C. CLARKE, *Master of Transportation.*
 S. J. HAYES, *Master of Machinery.*
 J. N. PERKINS, *Treasurer.*
 W. K. ACKERMAN, *Secretary.*
 J. C. JACOBS, *Superintendent.*
 JOHN WILSON, *Land Commissioner.*

Through Fares on Railroads.

A convention of Railroad Ticket Agents closed its session at Indianapolis on the 14th inst. The subject of the rates of through fare on railroads was one of the most prominent topics. At the close the following resolution was offered and adopted:—

Resolved, That we consider the present emigrant rates entirely too low, and recommend to the five Eastern terminal lines to take such action as will give the Western roads remunerative rates, to take effect on the first of July proximo. Said rates to be not less than 1½ cents per mile.

A resolution was adopted charging each passenger for all baggage over eighty pounds, at the rate of ten per cent. for one hundred pounds on the amount of through fare—the amount to be collected by the road issuing the ticket.

The committee on the revision of passenger fares reported, when the Convention adjourned until the next morning.

The next morning's proceedings had reference to the newly adopted rates—the agents equalizing the fare for the several roads represented by them. A large amount of this kind of business was done, which was beyond the reporter's reach or the reader's interest.

The Convention adjourned at 11 o'clock, to meet at Philadelphia on Wednesday, October 13, 1858.

THE RATES OF FARE.

The new rates are a revision of those adopted at Chicago in October last, and are to take effect

immediately between New York and the West, and between other points on the 1st of May.

The rate from Cincinnati to New York is \$20. The rates to and from Dunkirk and all points west are \$1.10 less than to and from Buffalo.

The rates to and from Washington City are fixed at \$1 more than to and from Baltimore to all points.

The rates to and from Joliet are fixed at 25 cts. more than to and from Chicago to all points.

The rates adopted for second class fares make a reduction of about 33 per cent. on first class fares.

Railroad Earnings.

The annexed gives the receipts and expenditures of the Long Island Railroad for the fiscal year ending the 31st of March:

Gross receipts.....	\$325,652	07
Operating expenses.....	186,710	73
Net earnings.....	\$138,941	34
Equipment, interest and rent.....	82,416	29

Resulting profit.....\$56,525 05

The Company has no floating debt.

The receipts of the North Missouri Railroad for March were:

	1857.	1858.
Freight.....	\$1,274 35	\$5,246 55
Passengers.....	2,294 10	6,988 40
Total.....	\$3,568 45	\$12,234 95
Excess for March, 1858.....		\$8,666 50

The following are the earnings of the Cleveland and Toledo road for three months:

	1857.	1858.
January.....	\$77,100	\$65,000
February.....	75,000	55,145
March.....	127,549	89,720

Total.....\$279,649

Showing a decrease of.....\$69,784

The earnings of the North Pennsylvania Railroad were for—

March, 1858.....	\$25,882 78
Do. 1857.....	17,039 20

Increase.....\$8,848 58

Earnings in first four months of fiscal year.....\$85,497 87

Earnings in first four months of last year.....44,016 14

Increase.....\$41,481 73

The receipts of the Michigan Central road for March were as follows:

	1857.	1858.
Passengers.....	\$108,529 26	\$81,896 52
Freight.....	90,609 63	77,933 41
Miscellaneous earnings	7,370 27	6,106 10

Total.....\$206,509 16

Decrease in 1858.....\$40,573 13

Memphis and Charleston Railroad.

We learn from President SAM. TATE, who has just returned from the Convention of Railroad Presidents and Superintendents recently held at Chattanooga, that arrangements have been set on foot which will very materially facilitate the travel to Washington and other Atlantic cities, east, over this road during the coming summer. In the Convention the following roads were represented: Memphis and Charleston, Nashville and Chattanooga, East Tennessee and Georgia, East Tennessee and Virginia, Virginia and Tennessee, and the Orange and Alexandria. Arrangements were set on foot which assure the completion of the East Tennessee and Virginia Road by the 15th of May. There are now only thirteen miles to be laid down, and the work is progressing on both ends. It will assuredly be closed up by the time indicated. A

close schedule was adopted all the way through, which will bring Washington within two days and a half of us, and New York within three. Through tickets, also, from New Orleans to Washington, have been provided for, and we are authorized to say that baggage will be checked through the entire distance, without extra charges.

Mr. Tate leaves to-day for New Orleans to complete and perfect the arrangements made to give comfort and facility to the tide of summer travel which will undoubtedly be poured over this route. —*Memphis Bulletin*, 19th.

Railroad Securities.

The average cost of all the railroads in the United States, in bonds and stocks, has been estimated at about forty thousand dollars per mile, making the aggregate investment in this description of property amount to the enormous total of \$1,040,000,000. Of this cost about \$500,000,000 is represented by subscribed stock, and on this amount the whole profit or dividend paid to the stockholders during the past year has not exceeded \$10,000,000, or an average of two per cent. on their investment. It is further estimated that the interest on over \$145,000,000 of railroad bonds has not been paid during the past year, and on a considerable portion of this amount the probability is that no interest will ever be paid. These results have had their appropriate effect in checking the establishment of new railroads throughout the country, and of removing all uneasiness that much additional capital will flow into that channel. This complete change in the tendency of affairs was necessary for the security of the country in financial matters, and would perhaps only have been effected by a shock of the severe character through which we have passed. So sudden and great a change in the habits of the country with respect to investments could not be established without the unfortunate result of powerfully communicating the distrust which occasioned it to other interests which are eminently entitled to the public confidence. The railroads in the United States in actual operation amount, according to a close computation, to over twenty-four thousand miles, constructed at the enormous expenditure estimated above, with about three thousand miles actually commenced, but yet unfinished. Vast, however, as has been this cost, and pressing as are the embarrassments which its expenditure has occasioned, it cannot be doubted that these roads have added more than this sum to the productive power of the country and to the value of its property. They constitute the main instruments of the internal transportation of nearly every State in the Union, and such is the extent of their usefulness that they enter not merely into our business relations, but have an important connection with our social, moral, and political concerns, in all of which they perform a high service. They cement communities and States together, and have a powerful influence in defeating all attempts to disturb the harmony of the country. They unite us by iron links as one family, and also promote agriculture, commerce, manufactures and population. In a time of trouble from external enemies they will be found to constitute a great arm of self-defence, rendering us invincible against foreign attack. It must be admitted that such interests are entitled to protection, and that distrust cannot be extended to what is so vast, wide-spread, and valuable without manifest wrong and injury.

Although, viewed by itself, the amount of capital we have invested in railroads appears extraordinarily large, it becomes far less imposing when compared with other important interests. The amount of capital invested in live stock appears, by the last census, to have exceeded that then invested in railroads nearly fifty millions of dollars. The capital invested in manufactories producing over five hundred dollars per annum exceeded that invested in railroads over thirty millions of dollars. Our investments in railroads, however, have doubled since the taking of that census, whilst the increase in other productive interests has been at a more moderate ratio. Yet, when considered in reference with the aggregate wealth of the

country, and especially with reference to their ability as a means of increasing the wealth producing power of the nation, the absorption of capital by railroad enterprises is neither extraordinary nor calculated in the end to affect the prosperity of our people. The product of the mines of California during the last ten years has alone added to our wealth a total very nearly equal to what has, during the same period, been devoted to building the roads which, though now apparently in excess of our wants, must, in a very few years, prove imperative necessities.

Such considerations as these, legitimate and pertinent to the subject, present our railroad investments in a much more favorable light than would be imagined by those who listen only to their own fears or the interested repinings of others over the alleged disproportion of our investments of this character beyond what is justifiable or expedient. Whilst it is right to apply a check to the creation of new roads, it is wholly unjust and wrong, and damaging to the great interests of the country, to make an indiscriminate warfare upon all enterprises of this description. The check which has now been applied to the unwarranted extension of the railroad system and to the uncalled-for construction of rival lines, must, in a very short time, when the country returns to its normal condition of prosperity and progress, make those which already exist more safe and secure. The depression, with respect to roads heretofore profitable, or to those which are well devised and likely to become so, can only be of a temporary character. Railroad securities partake of the nature and solidity of real estate, and where they are not wasted by fraud or injured by gross mismanagement, must rapidly recover from reverses that have neither weakened their usefulness nor destroyed permanently the demand for their powerful agency.—*Baltimore American*, 17th inst.

La Crosse Railroad Briberies.

MILWAUKEE, April 20, 1858.

To the Editor of the AM. RAILROAD JOURNAL:

In your paper of March 6, I find an extract from an article from the *Madison Argus*, of the 19th February, in which the Hon. John S. Potter, Representative in Congress from this District, and the Hon. A. W. Randall, the Governor of this State, are charged with being implicated in the corruptions of Byron Kilbourn and his confederates in the La Crosse Railroad Board. Will you do those gentlemen the justice to simply say that the article in question was taken from a violent partizan sheet, and it does them the most gross injustice? No two public men in this State disapprove more strongly than do Messrs. Randall and Potter, of the villainies of the La Crosse Board, and no two can present cleaner records as regards complicity with it. Indeed, it has been mainly owing to them and their immediate personal friends that the recent withering exposures have been made, and which are but a faint foreshadowing of what will meet the public eye when the Investigating Committee, appointed by our Legislature, makes its final report, which, I am informed, it will do within three weeks. Unless I am very much misinformed, when that report is made, you will see such evidences of railroad rascality as have never before met your eyes, and which will show that a party of men who have been entrusted by the public with millions of dollars, and occupied comparatively respectable positions in society, have been guilty of outrages upon public morals and the laws of the land to an extent that has not been excelled, if it has been equalled, by the same number of convicts who are to be found in any one of the several penitentiaries of the Union for any crime less than that of taking human life. This may appear

strong language to you, but it is no less strong than true.

Montgomery and West Point Railroad.

At an election for President and Directors of the Montgomery and West Point Railroad Company, held at Montgomery, on the 8th, the following gentlemen were chosen:

President—C. T. POLLARD, (re-elected.)

Directors—Wm. Taylor, Wm. M. Marks, S. G. Jones, John P. King, R. R. Cuyler, Esq.

Edgefield and Kentucky Railroad.

At the annual meeting of the stockholders of the Edgefield and Kentucky Railroad Company, on the 31st ultimo, E. S. Cheatham, John Shelby, A. Ewing, E. P. Connell, N. L. Hobson, E. A. Fort, and Dr. T. Menees, were unanimously re-elected Directors for the ensuing year; and at a meeting of the Board last Saturday, E. S. Cheatham was unanimously re-elected President, and W. B. A. Ramsay Secretary and Treasurer. This road is progressing finely, and will be completed to Gallatin during the coming summer.

Journal of Railroad Law.

THE LAW OF DAMAGES.

Injuries to the Person.

I.

The liability of railroad companies as passenger carriers is, in several respects, different from that which attaches to them as bailees of goods for transportation, or common carriers. In the latter capacity, if the property has been entrusted to the care of the company, with a due observance of its regulations, and without any fraudulent misrepresentation a concealment of the nature or value of the same, the company is deemed to have insured it from loss, and is responsible for all injuries that can happen to it, other than those arising from circumstances entirely beyond its control; or, as it is usually expressed, "by the act of God or of the public enemy." On this branch of the subject we shall speak more fully at a future time. But the liability of carriers of passengers is founded upon a different basis; that of *negligence*. Or, more properly, such is the foundation of all actions at law that arise upon this liability.

The first general principle is, that the company is responsible for all, even the slightest, negligence. It is incumbent upon it to provide safe and suitable cars, to employ trustworthy and skilful servants, and to institute and enforce systematic regulations for the prevention of accidents. The engines and machinery employed should, of course, be subjected to sufficient tests before being applied to common use; and it would seem that companies are bound to avail themselves of the newest inventions and improvements, so far as they tend, by diminishing the liability to accident, to increase the safety of railroad travel. The rule, in brief, is, that the company is required to use the highest degree of diligence and care for the safety of those under their charge which a cautious and prudent man would exercise for himself. The mere happening of an injurious accident raises *prima facie* a presumption of neglect, and throws upon the carrier the burden of proof to show that it did not exist. He has, for the time being, entrusted to his charge, the lives and personal security of people, old and young, women and children, who, locked up as it were in the rail car, helpless, and, as it has been expressed, "having no eyes, or ears, or power, to guard against dangers," look to him for safety in their transportation. He does not, perhaps, warrant the safety

of his passengers; but he does undertake that, so far as human care and foresight can reasonably go, he will carry them safely; and will guard them from all dangers that can arise from the incompetency or neglect of employees or the inadequacy of the means provided.

In the application of this rule to special cases, various questions of interest have arisen. One is, whether a railroad company is liable for injuries to persons to whom it has given passage, and from whom it has, therefore, no right to demand fare. This question arose in a case before the Supreme Court of the United States (14 How. 468). The plaintiff in this action was himself the president of another railroad company, and a stockholder in the road of the defendants. He was on the road of the latter by invitation of their president, not in the usual passenger cars, but in a small locomotive car used for the convenience of the officers of the company. A collision occurred by meeting a locomotive and tender, in charge of a servant of the company, moving in an opposite direction on the same track, in consequence of which the plaintiff was injured. It was shown that another agent of the company had given orders that the track should be kept clear and that it was through disobedience and disregard of these orders, on the part of the driver of the colliding engine, that the accident occurred. The court below instructed the jury that if this was *gross negligence* on the part of the engineer, and the plaintiff was lawfully on the road at the time of the collision, he was entitled to recover, notwithstanding the facts given in evidence for the defence. The Supreme Court held these instructions to be correct, and intimated that for any negligence, under such circumstances, the company would properly be held liable. The theory in such case is, that the duty imposed upon carriers of persons, particularly those who make use of the powerful but dangerous agency of steam to convey their passengers safely, and to this end to make use of all possible care and diligence, rests upon grounds of public policy, and not solely upon the consideration paid for the service. It may be imposed by the law when the service is gratuitous. "The confidence induced by undertaking any service for another, is a sufficient legal consideration to create a duty in the performance of it," (1 Smith's Leading Cases, 95).

Another question is, whether railroad corporations are liable for injuries to their servants or agents while in the discharge of their duty. The general current of decisions is that their rights in this respect do not rest upon so broad a basis as those of strangers; and if the accident occurred through either their own neglect or that of their fellow laborers in any department of service in which they were specially employed, they are precluded from a recovery. Thus, in an English case, where a guard, in the service of a railway company, was employed to attach certain cars to the engine of a freight train, and while in the discharge of this duty the engine suddenly started, threw him upon the rails, and a truck passed over his arm, it was held that, having voluntarily undertaken this service, and having performed it in the same manner for three months previous, without objection, he was not entitled to recover. (24 Eng. Law and Eq. 396.) It has been held also that a railroad company is not liable to one of its

agents for an injury arising from the negligence of another agent, (Murray vs. S. C. Railroad Company, 1 M'Mullan, 385); upon the principle that a person who voluntarily enters into such a service, does so with a knowledge of the dangers incident thereto, and that the compensation he receives is to be considered as covering the risk. A case where this doctrine was carried to the furthest extent, occurred in Massachusetts. It was an action to recover damages for an injury sustained by the plaintiff while in the employment of the defendants, who were proprietors of a large establishment in West Springfield, and were engaged in the manufacture of cotton goods. The principle on which the case was decided, however, would be equally applicable to railroad companies. In November, 1849, when the injury complained of occurred, the plaintiff, who was a female, was in the employment of the defendants as a spinner. One Jaquith was at that time employed by the defendants as their superintendent, and had a general charge of their establishment and of the manufacture there carried on. In particular, the management of lighting the mill, and of manufacturing gas for that purpose, was a matter under this superintendent's control. The injury for which the action was brought, arose from the gross negligence and want of skill of the superintendent in directing the person employed in the manufacture of the gas with which the mill was lighted, to throw off all the weights attached to the gasometer, by means of which the gas was forced in great quantities into the mill where the plaintiff worked, extinguishing the lights, and so filling the room where the plaintiff was, as to throw her into spasmodic fits, and occasion her a very serious and lasting injury. The Court, nevertheless, decided, on the principle above stated, that the action could not be maintained, and rendered judgment for the defendants (6 Cush. 75).

This rule, however, as may be easily supposed, would work very hardly in many cases; and we are not surprised to find decisions holding directly the reverse. Thus in one instance, where the servant was performing his duty in accordance with the directions of another employee of the company, and received an injury resulting from the carelessness of the superior servant, without fault of his own part, he was permitted to recover (3 Ohio, N. S., 201). In another case, a railroad corporation had employed a carpenter to build a bridge for them across a certain creek. While engaged in this work, in obedience to their directions, he entered their cars for the purpose of going to a place where he was to assist in loading timber for the bridge. Before reaching his destination, by the unskillful and negligent management of the servants of the company who were running the train, the cars were thrown from the track, and his right hand was thereby so severely injured, as to disable him from ever again pursuing his occupation of house carpenter. Held, that though he was in some sense a servant of the corporation, yet he had no participation in the duties, the negligent performance of which caused the accident, and that the corporation was liable for the injury (5 Ind., 340). It is no defence, in such a case, that the negligent act was done without the sanction of the company, or that their servants were carefully selected with reference to their competency. The principal is in all cases

liable for the act of his agent, when acting within the scope of his agency. (1 Parsons on Contr., 63; Stone on Agency, § 452.)

There is another principle which, especially in the State of New York, very much modifies the general rule laid down as above, and is applicable to cases where there has been *mutual negligence*; or where the carelessness of the injured party contributed to cause the injury. This point will be treated of next week.

The Florida Peninsula.

IN CLIMATE AND SUPERIOR SALUBRITY.

The subjoined very interesting letter, from the enlightened head of the medical staff of the army to one of the Senators of Florida, will possess interest for many readers, as an authentic exposition, founded on official professional data, of the comparative salubrity of different regions of our vast country. The equability, temperature, etc., of the climate of Florida appears, by this valuable memoir, to give the palm to that interesting peninsula as a place of refuge for invalids.

SURGEON GENERAL'S OFFICE, Oct. 1, 1855.
HON. DAVID L. YULEE, U. S. Senate.

SIR—In reply to your communication of the 16th of July last, in reference to the general healthfulness and climate of the Peninsula of Florida, particularly with regard to Fernandina and Cedar Keys, I would submit the following facts from the records of this office, with an expression of opinion derived from personal observation as well as from statistical information.

Florida, washed on the east by the Atlantic, and on the west and southwest by the waters of the Gulf; daily fanned by the breezes from the sea, which are wafted over the whole face of the country; and with an atmosphere of equable temperature through winter and summer, its climate cannot be more unfriendly to the health of man than that of the adjacent States, which present but one side or a small portion of their territory to the ocean. Florida may have more lakes on its surface, a few more rivers and rivulets, and a greater extent of swamp perhaps than the other States; but the exhalations from these sources are evidently modified and mollified by the universally pervading sea atmosphere, and must consequently be less destructive to human life than the malaria which are eliminated by the swamps and bottom land of Louisiana, Alabama, Georgia, and South Carolina, or by the banks of the water courses even of other more Northern sections of country. I have served in Florida and participated with the troops in the privations and the toils of the field, and I have served also with an army on the Northern frontier, and from my experience of the influence of climate and of active operations in the field upon the health of soldiers, I have no hesitation in expressing the belief that had the troops who were employed in the Florida war been engaged for the same length of time in active operations in winter and summer on the frontiers of Canada, though the cases of indisposition might have been less numerous, the mortality would have been infinitely greater than was experienced in Florida.

Indeed, the statistics in this Bureau demonstrate the fact that the diseases which result from malaria are of a much milder type in the peninsula of Florida than in any other State in the Union. These records show that the ratio of deaths to the number of cases of remittent fever has been much less among troops serving in Florida than it has been among troops serving in any other portion of the United States. In the middle division of the United States the proportion is one death to thirty-six cases of remittent fever; in the Northern division one to forty-two, in the Southern division one to fifty-four; in Texas one to seventy-eight; in California one to one hundred and twenty-two; in New Mexico one to one hundred

and forty-eight; while in Florida it is but one to two hundred and eighty-seven.

The general healthfulness of many parts of Florida, particularly on its coast, is proverbial. The average annual mortality of the whole peninsula, derived from returns in this office, is found to be 2.06 per cent., while of the other portions of the United States (previous to the war with Mexico) it is 3.05 per cent. The annual average of fevers of malarial origin in some parts of the States is very high, and in others very low, making a general average of about 58 per cent. The generality of fatal cases during the Seminole war and previously were from enteric disorders, to which troops are more liable than persons in civil life. The higher ratio of sickness in general among troops in the field than among civilians is more attributable to their constant and severe duties and greater exposure to morbid influences than to peculiarities of climate.

As the data from which the conclusions herein set forth are taken from military records, we must consequently make due allowance for the fact that ratio of cases under treatment among troops and among citizens is higher in the former than in the latter. And this may, in a great measure, be accounted for by the fact that among the working classes of middle life those cases only are recorded and enter into statistical data which interfere with or prohibit manual labor; whereas among soldiers the slightest cases of indisposition are reported. In the latter case an admission on the sick list secures an exemption from labor, while in the former it occasions a loss of wages.

Let us now compare the number of cases annually treated in Florida with the numbers treated in other sections of the country, as furnished by the army records, and we find the following ratios: Along the region of the Northern Lakes the number of cases under treatment was 200 per cent., the mortality being 0.9 per cent.; along the coast of New England nearly the same per centage of cases under treatment, (191 per cent.,) and the mortality 1.5 per cent.; through the interior of our country (those parts north of latitude 39°, and distant from the Lakes or Atlantic, e. g. the north-east line of Maine, the interior of New York, Pennsylvania, Iowa, Missouri, the northern part, Wisconsin and Minnesota,) we find the percentage of cases annually treated a little over 300, with a mortality of 0.8 per cent. Again, along the Atlantic coast, from New Jersey to Georgia, the number treated is not quite as high as in the last district, being about 289 per cent., with a mortality of 3 per cent. In the Southern States, the lower part of Missouri, Arkansas, West Tennessee, Mississippi, the Red River country, and the Indian territories south of latitude 36°, the percentage of cases treated is very larger being 350 per cent., while the mortality is 3.6 per cent. In the territory adjacent to the lower Mississippi river it is reduced to 286 per cent. of cases treated, (except perhaps when visited by unusually severe epidemics, as in late years,) with the mortality of 4.5 per cent.; while in Florida the average of cases annually treated is 246 per cent., and the mortality, as before shown, is 2.6 per cent. While, therefore, the ratio of mortality among the troops in the northern part of the United States is less than in Florida, on the other hand, the mortality there is less than in other sections of the Southern and South-western States, which in fact are the proper point of comparison, on account of similarity of diseases and geographical position.

To illustrate the actual and comparative sickness and mortality of the peninsula of Florida, we may take as points of comparison three posts of nearly the same latitude—one established on the Atlantic coast, Fort Marion, (St. Augustine); one in the interior, Fort King; and one on the Gulf coast, Fort Brooke, Tampa,) and we find that at Fort Marion the average annual mortality for a period of eleven years (from 1824 to 1834, inclusive) is 2.36 per cent. In some of these years (1829, 1832, 1833) no deaths were reported. The highest mortality for any single year was, in 1828, 7.01 per cent.; the lowest, in 1825, 0.91 per cent.

At Fort Brooke we have the average annual

mortality, for a period of nine years, of 1.01 per cent.—the highest being, in 1830, 3.44 per cent., and the lowest, in 1824, 0.96. In three of the years, 1827, 1831, 1832, no deaths were reported.

At Fort King we have returns for only a few years embraced in the period above given. The average annual mortality, however, for three years, 1827 to 1829 inclusive, is 1.19 per cent. In 1829 no deaths were reported. The highest mortality, in 1828, was 2.04 per cent.; the lowest, in 1827, 1.63 per cent.

The climate of Florida is remarkably equable and proverbially agreeable, being subject to fewer atmospheric variations, and its thermometric ranges much less than any other part of the United States, except a portion of the coast of California.

For example, the winter at Fort Snelling, Minnesota Territory, is 48 degrees colder than at Fort Brooke; but the summer at Fort Brooke is only about 8 degrees warmer. The mean annual temperature of Augusta, Georgia, is nearly 8 degrees, and that of Fort Gibson, Arkansas, upwards of 10 degrees lower than at Tampa, yet in both places the mean summer temperature is higher than at Fort Brooke. In the summer season the mercury rises higher in every other part of the United States, and even the Canadas, than it does along the coast of Florida. This is shown by meteorological statistics on file in this bureau. At Portland, Maine, and on the coast of New England the thermometer attains an average height in summer of 94° F., and in winter descends to 7°, having an annual range of 101°. At Fort Mifflin, near Philadelphia, the thermometer has an annual range of 87° rising to 95° F. in summer and falling to 8° in winter. At Fort Moultrie, Charleston harbor, the average range is 70°, being in summer 90°, and in winter 20°. At Fort Pierce, or Capron, Indian river, Florida, the range is 59°, its average maximum being 94° and the minimum 35°. At Fort Brooke the annual range is 58°, having a summer maximum of 92° and a winter minimum of 34°; while at Key West the average annual range is only 35°, being for summer 89° and 54° for winter. If we were to extend our comparison by including the stations of the interior of the United States remote from the influences of the sea-breezes the difference would be still more apparent. This point will be illustrated sufficiently by comparing the temperature of Florida, as above given, with that of portions of Texas lying within the same parallels of latitude. At Fort Brown, near the mouth of the Rio Grande, where the summer heats are much modified by the strong coast-breeze, the mean annual range is 67°, or from 95° in summer to 28° in winter. In the interior of Texas the range is very great, the summer heats rising to a mean of 112° in the valley of the Rio Grande at Laredo, [Fort McIntosh,] and to 103° at the posts on the upper plains. It falls to a mean of 20° in winter in the Rio Grande valley, and to 10° on the plains, making the range near 92° in each case. At Fort Smith, Arkansas, the range is 108°, having the summer temperature of 103° and the winter temperature of 5°.

The climate of Fernandina, as far as we have returns, is shown to be extraordinarily equable. The lowest mean temperature of any month was 54°, [January, 1821,] the highest mean temperature of any month was 84° [September, 1821,], giving a range of 30° between the coldest and warmest months. The mean temperature for the first six months of 1829 was 67°; for the first six months of 1821 it was 66°; for the whole year of 1820 it was 69°. The prevailing winds for the first six months of 1820 were for four months [Feb'y, April, May, and June] south-east; for two months [January and March] north-east. The prevailing weather was fair by large odds. In 1821 the prevailing winds were for six months [February, May, June, July, August and September] south-east, for the other months north-east and north-west. The prevailing weather during the year was fair, there being only four months in which there was a slight excess of cloudy or wet weather over fair.

The climate of Cedar Keys is very similar to that of Fernandina—the mean temperature of the

former in the year 1842 being nearly the same as that of the latter in 1821, and of the first six months of both years precisely the same. The prevailing winds for five months (the spring and summer) were south-west, and for four months [winter and fall] north-east.

It is to be regretted that the meteorological records at both these points are so few and I should here remark that the years above instanced were not selected in order to present a favorable comparison, but it so happens that they are only complete years found on file.

As regards the healthfulness of these two points it is deemed sufficient to state that Fernandina enjoys the reputation of unexceptionable salubrity well worthy the characteristics of its equable climate. When the post was first established in 1819 the prevailing diseases were enteric, with fevers of malarial origin. In the following year the proportion of cases of intermittent and remittent fevers was diminished, and the mortality was also less than one per cent., and of the whole command about two per cent., each man having been on the sick report about every five months.

Cedar Keys was selected as the site for a general hospital on account of its salubrious position. The sick of other posts [generally chronic cases] were transferred to that point from the different garrison and regimental hospitals established with the troops operating in the field, and therefore the records will not afford fair evidence of the effect of its local or climate influences upon the health of the troops. The prevailing disorders were enteric. The number of deaths occurring during the year was nineteen, all of this class of disorders, leaving it to be inferred either that no other disease originated on the island, or if otherwise they were very curable. The records of the sickness and mortality at both these places are too limited to give any precise statistical information illustrative of the local influences affecting their claims to be regarded as healthful sections of the country.

I have the honor to be very respectfully, your obedient servant.

TH. LAWSON, Surgeon General.

FOR SALE.

40 PLATFORM CARS of superior quality, 28 feet long, 4 ft. 8½ in. gauge, at a great bargain.

- 3 Locomotives, 30 Tons, 18x22 Cylinder, 6 four feet Drivers, 4 ft. 8½ in. Gauge.
- 3 Locomotives, 25 Tons, 16x20 Cylinder, 4 five feet Drivers, 4 ft. 8½ in. Gauge.
- 7 Locomotives, 23 Tons, 16x22 Cylinder, 4 five feet Drivers, 4 ft. 8½ in. Gauge.
- 3 Locomotives, 25 Tons, 14x22 Cylinder, 4 six feet Drivers, 6 ft. Gauge.
- 3 Locomotives, 19 Tons, 12x22 Cylinder, 4 five feet Drivers, 5 ft. Gauge.

For further particulars apply to

DAVIS & KASSON,
New York, April 22, 1858. 1m 47 Exchange Place.

PASSENGER AND FREIGHT CARS.

8 FIRST CLASS, 60 seat Passenger Cars for sale. They are 10 feet 4 inches wide, built in the most approved and substantial style of the very best materials throughout, and can be finished for any Gauge desired.

- 10 First Class Box Cattle Cars, 6 feet wide, 26 feet long, 6 ft. Gauge. Can be used for either Freight or Cattle carrying. Will be sold in lots to suit purchasers.

Apply to
DAVIS & KASSON,
New York, April 22, 1858. 2m 47 Exchange Place.

5 NEW LOCOMOTIVES, 2 60-Seat First Class Passenger Cars, 15 Second Hand Gravel Cars.

THE Engines are made by one of the best New England makers and will be sold very low for cash or satisfactory security, viz:—

- 2 FREIGHT ENGINES, 15x24, 5 f., 140, 11x2 in.
- 1 PASSENGER do. 15x24, 6 f., 140, 11x2 in.
- 1 do. do. 15x22, 5½ f. wheels.
- 1 do. do. 14x20, 5½ f., 116, 10x2 in.

All 4 f. 8½ in. gauge, link motion.

WILLIAMS & PAGE,
2m15 44 Water St., Boston, Mass.

John J. Shoemaker,
Chief Eng'r and Sup't Little Rock and Fort Smith R.R.,
Russellville, Arkansas.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, April 14, 1858.

NOTICE is hereby given that an INSTALLMENT of TWENTY PER CENT. of the outstanding notes and acceptances of this Company will be paid on presentation of the same at the office of the Company, No. 50 Wall st. The interest will be adjusted to this date.

171c J. N. PERKINS.

OFFICE OF THE SOUTHERN PACIFIC R. R. Co.,
New Orleans, April 6, 1858.

NOTICE is hereby given that in conformity with article three of the by-laws of this Company, the annual election for nineteen directors to serve during the ensuing year will be held at this office, on Wednesday, the second day of June next, between the hours of 12 M. and 2 P. M.

31.17 GEO. C. LAWRASON, Secretary.

OFFICE OF THE MILWAUKEE & HORICON R. R. Co.,
No. 33 Pine st., New York, April 12, 1858.

THE Interest Coupons of the First Mortgage Bonds of this Company, falling due MAY 1, 1858, will be paid at this office on and after that date.

21.16 J. B. SMITH, President.

OFFICE OF THE BOSTON LOCOMOTIVE WORKS,
June 1st, 1857.

WE beg leave to announce that Mr. O. W. BAYLEY formerly of the AMOSKEAG MANUFACTURING CO., and popularly known as a builder of Locomotive Engines and other Steam Machinery, has become associated with us as Principal of the MECHANICAL DEPARTMENT of our business.

331c HOLMES HINKLEY, President.

Notice to Contractors.

SEALED Proposals will be received by the undersigned, at the office of the Albany and Susquehanna Railroad Company, 73 State street, Albany, until Monday, the 31st day of May next, at 10 o'clock A. M., for the grading, masonry, bridging and fencing, of 55 miles of the line of the Albany and Susquehanna Railroad, extending from the city of Albany to the village of East Worcester, Oswego county.

The line will be divided into convenient sections, and proposals are invited for separate sections of the work, or for the whole line.

The line will be ready for examination by contractors, and maps, plans and specifications of the work may be examined at the Engineer's office, Albany, on and after the 15th of May. Black proposals with all necessary information, will also be furnished to those wishing to propose.

Proposals should be enclosed and endorsed "Proposals," and directed to the undersigned.

The proposals which may be received in pursuance of this notice, will be opened by the undersigned at the time specified, and canvassed, and the result of such canvass will be reported to the Board of Directors, who will convene for the purpose of their examination on Wednesday, the 2d day of June next.

Persons proposing for work, who may be unknown to the undersigned, or some member of the Board of Directors, will be required to present satisfactory references.

The right to reject any and all proposals, as may be deemed for the interests of the Company, is expressly reserved to the Board of Directors.

By order of the Board,
C. W. WENTZ, Chief Engineer.

Albany, 20th April, 1858. 6117

NOTICE TO BRICK AND BRIDGE CONTRACTORS.

THE brick-work of the Tombigbee and Black Warrior bridges, on the North-East and South-West Alabama Railroad, will be let for cash, to the lowest responsible bidder on the 1st day of July, 1858.

Proposals for this work will be received at the Engineer's office in Eutaw, Greene County, Alabama, until the day of letting; bids for the brick-work of one or both bridges will be considered.

About 2,000,000 bricks, in nearly equal amounts, at the two bridges, will be required. The bricks are to be of the best quality; and their suitability for the intended purpose is to be decided by the Engineer of the Company. Bidders must state the place at which they propose to make the bricks. To enable the Contractor to work during the low water season, the Company will have at each bridge site several hundred barrels of Cement.

Plans and specifications will be exhibited at the Eutaw office on and after the 15th day of May next.

Satisfactory evidence of the ability of the Contractor to complete his contract will be required.

The superstructure of these bridges, about 650 feet at each bridge, including the draw, will be let out this year at a later date, but propositions covering both brick-work and superstructure will be considered at the above letting.

The bridges are at Jones' Bluff on the Tombigbee, and Finch's Ferry on the Black Warrior, both healthy localities and accessible to steamboats till summer sets in fairly.

R. E. RODES, Chief Eng'r,
1st Division, N. E. & S. W. A. R. R.

Wednesday, March 10, 1858.

The Superstructure of the above Bridges will be let out on the day appointed for letting out the Brick work, "1st JULY, 1858."

6116 R. E. RODES, Chief Eng'r, 1st Div., etc.

BRAYTON'S WROUGHT NUT IRON WORKS, BROOKLYN, L. I., FOR SALE.

THESE Works are in complete order, and will be sold at a great bargain, and on very easy terms, or exchanged for other productive property. No other machines equal those made under the BRAYTON PATENT for making Nuts, Bolts, Washers, etc. Machines and Machinery may be bought separately, if preferred. Inquire, by letter or otherwise, of
A. J. BLEEKER, SON & CO.,
415 New York.

VAN RIPER'S DINING SALOON. Nos. 34 and 34½ Pine Street.

MERCHANTS and others doing business in the vicinity of the Custom House, should patronize this well conducted establishment. Every care will be taken to give satisfaction to the most fastidious, and the proprietor feels confident in his ability to please those of his friends and strangers who may favor him with a call.
THEODORE VAN RIPER, Prop'r.

DAVID DUNN, MANUFACTURING JEWELLER, ROOM 31 GILSEY BUILDING, NO. 169 BROADWAY. FLAT AND ROUND BAND BRACELETS, GOLD AND SILVER CANE AND WHIP MOUNTINGS, AND ALL KINDS OF FINE JEWELRY MANUFACTURED TO ORDER WITH NEATNESS AND DISPATCH.

Patent Machine Made Horse-Shoes.

The Troy Iron and Nail Factory have always on hand a general assortment of Horse Shoes, made from Refined American Iron. Four sizes being made, it will be well for those ordering to remember that the size of the shoe increases as the numbers—No. 1 being the smallest.
WM. F. BURDEN, Agent,
Troy Iron and Nail Factory, Troy, N. Y.

PROSSER'S PATENT.

SURFACE CONDENSER for HIGH PRESSURE STEAM
WARRANTED
To save from 15 to 30 per cent. of the fuel and
To perform from 15 to 30 per cent. more work
By increasing the evaporative power of the BOILER
And decreasing the condensation in the CYLINDER.
For LICENSES under my PATENT
APPLY TO THE PATENTEE,
THOMAS PROSSER,
JAN'y 4, 1855. 28 Platt st., New York.

RAILROAD MAP.
A NEW AND COMPLETE
LITHOGRAPHIC (COUNTY) MAP
OF ALL THE
RAILROADS IN THE UNITED STATES
AND CANADAS,
IN OPERATION, PROGRESS AND PROJECTED,
Always corrected to latest dates,
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Price of Pocket Edition, by mail, pre-paid\$1.00
" Mounted on Rollers 3.00
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**RAILROAD IRON
AT ELMIRA, N. Y.**
THE subscribers have American Railroad Iron for sale as above; also Welsh Iron in New York and other markets.
FABER, PERKINS & CO.,
April, 1855 3ml6 Brokers, New York.

Railroad Iron.
700 TONS, about, or in store, of "W. Crawshaw's" make. For sale by
THEODORE DEHON,
10 Wall st., near Broadway.
New York.

BENJ. H. LATROBE,
CIVIL ENGINEER,
HAS ASSOCIATED WITH HIM PROFESSIONALLY
ALBERT FINK, Civil Engineer.
HE may be consulted or addressed at his office in the City of BALTIMORE upon questions relating to the Location, Construction and Operation of Railways, and especially in reference to the plans of Bridges, Station buildings and arrangements, and Railway Architecture generally.

RAILROAD IRON.
WOOD, MORRELL & CO.,
Having leased the extensive Works of the
Cambria Iron Company,
Situated at JOHNSTOWN, CAMBRIA CO., PENNA.,
And purchased all their real estate,
ARE now prepared to execute, at short notice, orders for RAILS of any required pattern or weight, on the most liberal terms.
Philadelphia Office, { North Penna. R. R. Building,
No. 407 Walnut st.

RAILROAD IRON.
CONTRACTS FOR RAILS,
AT A FIXED PRICE OR ON COMMISSION,
DELIVERED AT AN ENGLISH PORT,
Or at a Port in United States,
WILL BE MADE BY THE UNDERSIGNED,
THEODORE DEHON,
10 Wall st., near Broadway, New York.
500 tons T rails on hand 54 to 57 lbs. per linear yard.

RAILROAD IRON.
The undersigned, Agents for leading Manufacturers in
STAFFORDSHIRE AND WALES,
ARE PREPARED TO CONTRACT FOR DELIVERY
On board ship at Liverpool, or Welsh port.
C. CONGREVE & SON,
13 Cliff st., N. Y.

RAILROAD IRON.
THE RENSSELAER IRON COMPANY,
TROY, N. Y.,
OFFER Rails of their own manufacture deliverable as may be desired by purchasers.
OLD RAILS
received in exchange for new or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
Troy, N. Y.
New York Agent:
H. A. QUINTARD, corner of Wall st. and Broadway.

RAILROAD IRON.
The Crescent Manufacturing Company,
WHEELING, VA.,
ARE now prepared to execute, at short notice, orders for Rails of any required pattern and weight, and to re-roll old rails, on the most liberal terms. Address
N. WILKINSON, Sec'y,
Wheeling, VA.

**RAILROAD IRON AND
COMMON BARS.**
THE UNDERSIGNED,
Sole Agents to Messrs. GUEST & CO.,
The Proprietors of the Downals Iron Works,
Near Cardiff, South Wales,
ARE duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.
R. & J. MAKIN, 70 Broad st.

RAILROAD IRON.
The Subscribers, Agents for the Manufacturers,
ARE PREPARED TO CONTRACT FOR THE
DELIVERY OF RAILROAD IRON AT ANY PORT
in the United States or Canada, or at a shipping port in Wales.
WAINWRIGHT & TAPPAN,
Boston, June, 1851. 29 Central Wharf.

Railroad Iron.
2,500 TONS Railroad Iron, 56 and 58 lbs. per yard,
English Manufacture, now ready for delivery.
Also:
2,300 Tons American Rails, "Erie" pattern, 58 lbs. per yard.
A. S. & A. G. WHITON
2ml3 72 Pine st.

RAILROAD IRON.
The Undersigned, Agents for the Manufacturers,
ARE PREPARED TO CONTRACT TO DELIVER
Free on Board at Shipping Ports in England, or
At Ports of Discharge in the United States,
RAILS OF SUPERIOR QUALITY,
And of Weight or Pattern as may be required.
VOSE, LIVINGSTON & CO.,
New York Aug. 1, 1855 9 South William Street

IRON BOILER FLUES.
Lap-Welded Boiler Flues,
1½ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.
Wrought Iron Welded Tubes,
From ½ to 5 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, &c., &c.
MANUFACTURED AND FOR SALE BY
MORRIS, TASKER & CO.,
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MORRIS & JONES & CO.,
IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
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IRON AND STEEL
IN ALL THEIR VARIETIES.
BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
CUT NAILS and SPIKES, PIG IRON, etc.
Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, orders for any description of Iron can be executed.
August 16, 1854. 1y23

STEEL, FILES, &c.
R. GROVES & SONS,
SHEFFIELD, ENGLAND,
MANUFACTURERS of warranted Cast Steel, superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, Cast Steel Files of high reputation, especially adapted for the use of Machinists, and Saws and Edge Tools of all kinds.
A stock of the above goods constantly on hand.

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CHAS. CONGREVE & SON, Agents,
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RAILROAD IRON & CHAIRS.
THE LACKAWANNA IRON AND COAL CO.
Are now prepared with increased facilities to contract for
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At their Works at SCRANTON, PENNA.
Address J. H. SCRANTON, Pres't, at SCRANTON,
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AMERICAN COAL CO.
GEORGE'S CREEK SEMI-BITUMINOUS COAL.
THIS Company is prepared to contract for the sale of their coal, delivered on board vessels at the depots at Baltimore, Georgetown and Alexandria, on the most favorable terms. The coal is from the George's Creek basin, entirely free from slate, and for steamers, locomotives and foundries is unsurpassed and unequalled in quality by any coal brought to this market, except that coming from the same basin.
The Company will procure vessels at the lowest rates, when desired, without charge.
Orders for quantities less than a cargo, will be filled at the yard of RANDALL & MORRELL, Jersey City, adjoining the Cunard Wharf.
Office, 50 Exchange Place. W. TITUS, Sec'y.

Railroad Iron.
1,000 TONS Railroad Iron, weighing about 58 lbs. per yard, "Erie" pattern, of best quality Welsh make, now ready for delivery, for sale by
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RAILROAD SUPPLIES.

WILLIAMS & PAGE,

No. 44 Water, between Congress and Kilby Streets,

Boston, Mass.

Iron Rails, Chairs, & Spikes,
FREIGHT AND COAL CARS,

(on hand or made at short notice.)

Wheels and Axles of all kinds,

LOWMOOR, AMES, BOWLING, AND NASHUA TIRES,
IRON AND STEEL,

Of all kinds for Shops and Tracks.

Car Trimmings, Paints, Oil, Varnish, Car and Switch
Locks, Ventilators, Lanterns, Head-Lights, Gauges, Rubber
Springs, Chains, Hose and Belting, Ash, Pine and other Tim-
ber, and ALL MATERIALS USED in Equipment and Repairs of
Railroads, Engines and Cars, at lowest prices.

THOS. S. WILLIAMS, PHILIP S. PAGE,
Late Sup't Boston & Me. R. R. Late Page, ALDEN & Co.

REFERENCES.

JAMES HAYWARD, President
Boston and Maine R. R.
Capt. Wm. H. Swift, Boston.
LAWRENCE STONE & Co., do.
S. M. FULTON, Pres't Phila. W. & R. R.
PHILIPS, DODGE & Co., N.Y.
COOPER, HEWITT & Co., do.
REEVES, DUCK & Co., Phila.
E. S. CHESSBROUGH, Chicago.

OLD STAND.

RAILROAD AND CAR FINDINGS.

A. BRIDGES & CO.,

SUCCESSORS TO BRIDGES & BRO.,

Will continue the Railroad and Car Furnishing business,
and deal in Locomotive and Hand Lanterns, Enamelled
Head Linings, Brass and Silver Trimmings, Cotton Duck for Car
Covers, Portable Forges and Jack Screws, Bolts, Nuts and
Washers, Ship and Bridge Bolts, and Iron Forgings of almost
every description, etc., etc., at the OLD STAND,
64 COURTLAND ST., NEW YORK.

Orders for the purchase of goods on commission, aside
from our regular business, respectfully solicited.

ALBERT BRIDGES, { Of the late firm of
JOEL C. LANE. { Bridges & Bro.

M. K. JESUP & CO.,

No. 44 EXCHANGE PLACE,

RAILWAY AGENTS AND
COMMISSION MERCHANTS,
DEALERS IN FOREIGN AND AMERICAN

RAILROAD IRON,

HAVE FOR SALE ON COMMISSION

LOCOMOTIVE ENGINES,

PASSENGER AND FREIGHT CARS,

WROUGHT AND CAST IRON CHAIRS,

Spikes, Car Wheels, Axles, Tyres, etc.

F.W. Rhineland, James A. Boorman, Edwin A. Post.

RHINELANDER, BOORMAN & CO.,

RAILWAY AGENTS

AND

COMMISSION MERCHANTS,

SUPPLY ALL MATERIAL AND ARTICLES USED IN THE

CONSTRUCTION AND OPERATING OF RAILWAYS.

BANK OF COMMERCE BUILDING, NEW YORK.

REFER TO

John A. Stevens, Esq., President Bank of Commerce.
Sam'l Sloan, Esq., President Hudson River Railroad Co.
James Boorman, Esq., Messrs. Stillman, Allen & Co.
Messrs. Cooper & Hewitt, Messrs. Duncan, Sherman & Co.

DRAKE & CARTER,

49 Merchants' Exchange, Wall Street.

THE subscribers have formed a Co-Partnership under the
name of DRAKE & CARTER, for the purpose of con-
tinuing the business of Buying and Selling Stocks and Bonds,
Lending Money on Stocks and other Securities, making Col-
lections, &c.

The general partners of the concern will be JAMES M. DRAKE
and GALEN A. CARTER. EDWARD B. LITTLE Esq. has con-
tributed Fifty Thousand Dollars as special partner. J. B. D.
& C. will occupy the Offices No. 49 MERCHANTS' EX-
CHANGE, (entrance on Wall St.)

JAMES M. DRAKE.

GALEN A. CARTER.

GEO. M. FREEMAN,

SUCCESSOR TO

PRATT & FREEMAN,

PHILADELPHIA

RAILWAY SUPPLY AGENCY,

No. 116, (late 22½) WALNUT STREET,

PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings,

MACHINERY AND MACHINISTS' TOOLS,

MINERS' TOOLS, ETC.

WHITE AND YELLOW CAR GREASE,

LOCOMOTIVE BRASS WORK,

Baggage Checks, Barrows, etc., etc.,

RAILROAD LANTERNS, SIGNAL LIGHTS,

STEAM GAUGES, COCKS AND WHISTLES,

INDIA RUBBER HOSE PACKINGS, ETC.

LANTERNS OF ALL DESCRIPTIONS,

ENGINE, STATION, AND SIGNAL BELLS,

Superior Car Upholstery, etc.

Orders solicited, promptly filled, and forwarded with
despatch and care at the manufacturers' lowest prices.

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STOCK BROKERS,

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Near Wall, NEW YORK.
Stocks and Bonds bought and sold on Commission, and
Loans negotiated.

H. H. GOODMAN & CO.,

No. 7 WALL ST., NEW YORK,

Dealers in Railway, City, County, and State

BONDS.

RAILS, LOCOMOTIVES, &c.

We have on hand and for sale, of County Bonds—
Hardin County (Ky.), 6 per cts. Davidson City (Tenn.), 6 p.cts.
Carter, Bath, and Montgom- Iowa County (Wis.), 8 per cts.
mery (Ky.), 6 per cts. Mineral Point do. do.
Also a variety of CITY, COUNTY, and RAILWAY
SECURITIES in smaller lots.
April 30th, 1886.

CINCINNATI.

HEWSON & HOLMES,

AUCTIONEERS AND STOCK BROKERS,

Have regular sales of Stocks, Bonds, and other Securities

EVERY

WEDNESDAY AND SATURDAY,

At 1 o'clock at the Merchant's Exchange,

AND IF REQUIRED,

SPECIAL SALES

ON MONDAY, TUESDAY, THURSDAY, AND FRIDAY.

OFFICES—Nos. 83 and 85 Walnut street.

Where they offer at private sale

A GREAT VARIETY OF

State, County, City and Railroad BONDS and STOCKS

NEGOTIATE

LOANS, NOTES, BILLS OF EXCHANGE,

AND COLLECT

DIVIDENDS, LEGACIES, DEBTS, &c.

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KIRK & CHEEVER,

Stock Brokers and Railroad Agents,

No. 83 WEST THIRD STREET,

CINCINNATI, OHIO.

Railroads Stocks, Bonds, &c., bought and sold on commission.

Regular sales at public auction at the MERCHANTS' EXCHANGE.

W. D. STARLING, Metal Broker and Rail Inspector,

from Lawrence Pountney Lane, to the Vestry House,

Lawrence, Pountney Hill.

LONDON, 1887.

Nathan Caswell,

No. 9 Nassau st., New York, Broker in Railroad Iron, refers

to Messrs. P. CHOUTEAU, JR., SANFORD & Co. 6ml

A. S. & A. G. WHITON,

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DEALERS IN

RAILROAD IRON,

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LOCOMOTIVES,

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MANUFACTURERS' AGENTS

FOR Seller's Iron Turn Tables, Dimp's Patent Blower,

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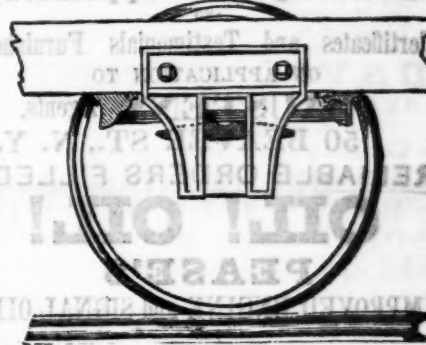
RAILWAY SUPPLIES GENERALLY.

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NEGOTIATORS OF SECURITIES.

WATERMAN'S COMPOUND ELLIPTIC

CAST STEEL SPRING.



FROG Points and Plates forged to pattern. Tires, Wheels,

Axles, Boiler Plates, Bar Iron, and Rubber goods on hand

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MANUFACTURERS OF

COTTON DUCK,

For Car Roofing, of all widths, up to 140 in.

PATENT COTTON BELTING, cost about one-third of Leather,

OFFICE, 86 CEDAR ST., NEW YORK.

IRVING & WATKINS

HAVE OPENED

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FOR THOSE DESIROUS OF LOANING OR

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STOCKS, BONDS, NOTES

AND OTHER

SECURITIES,

AND WILL GIVE THEIR SPECIAL ATTENTION

TO THE SALE OF

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AT PRIVATE SALE, AT THEIR OFFICE,

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DUNCAN, SHERMAN & CO.,

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CIRCULAR NOTES AND LETTERS OF CREDIT,

For travelers, available in all the principal cities of the world.

ALSO, MERCANTILE CREDITS,

For use in EUROPE, CHINA, etc.

A. N. GRAY, Cleveland, O.,

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Also Cars, Locomotives,

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MACHINERY FOR RAILROAD PURPOSES.

Office, next door to the Custom House, Main street.

THE

KASSON LOCOMOTIVE EXPRESS CO.,

CAPITAL \$300,000.

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KEROSENE OIL,
DISTILLED FROM COAL.
SECURED BY LETTERS PATENT.
SUITABLE FOR
ENGINE SIGNAL
AND GENERAL RAILROAD USE,
AS WELL AS FOR EVERY CLASS OF MACHINERY
AND FOR BURNING.
WILL NOT GUM,
AND HAS BEEN PRONOUNCED BY HUNDREDS
AFTER THE MOST SEVERE
PRACTICAL TESTS
AS SUPERIOR TO SPERM OIL.

Local Agencies Appointed,
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Certificates and Testimonials Furnished
ON APPLICATION TO
AUSTENS, Agents,
50 BEAVER ST., N. Y.
RELIABLE ORDERS FILLED.

OIL! OIL!
PEASE'S
IMPROVED ENGINE and SIGNAL OIL,
FOR
RAILROADS, STEAMERS, PROPELLERS,
AND FOR EVERY CLASS OF
MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists of
Thousands of Gallons, prove this Oil to be superior
for burning, and TWENTY-FIVE per cent. more
durable than Sperm Oil, for Lubricating, and the only Oil
that is in all cases reliable, that will keep bearings cool,
and

WILL NOT GUM.
In no case has it failed to meet the approval of the consumer.
The Scientific American and Manufacturer's Journal, after
testing this Oil, pronounce it superior to any other for Lu-
bricating.—For sale ONLY by the Inventor
F. S. PEASE, 61 Main st., BUFFALO.
Reliable orders filled for any part of the United States or
Europe.

CAUTION.

As there are numerous imitations of our FRANGIPANNI,
purchasers are requested to see that the names of PEASE
and LUBIN are impressed upon the Bottles.

PIESSE & LUBIN
PERFUMERY FACTORS.
PESTACHIO-NUT
SKIN & COMPLEXION
POWDER.
(Boxes 25.6d. each.)
2, New Bond St.
LONDON

Sold by all Fashionable Perfumers and Druggists in the
World.
WHOLESALE AGENT FOR THE UNITED STATES:
MR. JONAS PHILLIPS, 87 Pearl st., New York.

RAILROADS AND STEAMBOATS.

FOR BOSTON and PROVIDENCE via NEWPORT and
FALL RIVER.—The splendid and superior steamer
METROPOLIS, Capt. Brown, leaves New York every
TUESDAY, THURSDAY and SATURDAY, at 5 o'clock
p.m., and the BAY STATE, Capt. Jewett, on MONDAY,
WEDNESDAY and FRIDAY, at 5 o'clock p.m.; from Pier
No. 3, N. R., near the Battery; both touching at Newport
each way.

Hereafter no rooms will be regarded as secured to any ap-
plicant until the same shall have been paid for.
Freight to Boston is forwarded through with great dispatch
by Express Freight Train.

WM. BORDEN, Agent, Nos. 70 and 71 West st.
JAMES H. HOYT, Sup't.
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The REGULAR MAIL LINE

VIA STONINGTON, for BOSTON and PROVIDENCE
—Inland route—the shortest and most direct, carrying
the Eastern Mail.

The steamers PLYMOUTH ROCK, Capt. Joel Stone, and
COMMODORE, Capt. W. H. Frazee, in connection with the
STONINGTON & PROVIDENCE and BOSTON & PROV-
IDENCE RAILROAD, leaving New York daily (Sundays
excepted) from Pier No. 2, North River, first wharf above
Battery Place, at 5 o'clock p.m., and Stonington, at 8 p.m.;
or on the arrival of the mail train which leaves Boston at
5.30 p.m.

The COMMODORE, from New York Monday, Wednesday
and Friday; from Stonington Tuesday, Thursday and Sat-
urday.

The PLYMOUTH ROCK, from New York Tuesday,
Thursday and Saturday; from Stonington Monday, Wednes-
day and Friday.

Passengers proceed from Stonington per railroad to Provi-
dence and Boston in the Express Mail Train, reaching said
places in advance of those by other routes, and in ample time
for all the early morning lines connecting North and West.
Passengers that prefer to remain on board the steamer, enjoy
a night's rest undisturbed, breakfast if desired, and leave Ston-
ington in the 7 p.m. train for Providence.

A baggage master accompanies the steamer and train
through each way.

For passage, berths, state rooms or freight, apply on board
the steamer, or at the Freight Office, Pier No. 2 North River,
or at the office No. 10 Battery Place.

RAILROAD MAPS,
THE BEST "GUIDE" IN THE WORLD,
FOR SALE AT THIS OFFICE.

RAILROADS.

NEW YORK & HARLEM RAILROAD.

SPRING ARRANGEMENT,
Commencing Thursday, April 1, 1858.

TRAINS leave depot, corner White and Centre sts., N. York,
at 9 p.m.—Mail for Albany, stopping at Williams Bridge
and all stations north.
6 p.m., for White Plains, stopping at all intermediate sta-
tions.

Trains leave depot, corner 25th st. and 4th av., New York,
at 8 p.m., for Williams Bridge, stopping at all intermediate
stations.
11 p.m.—White Plains, stopping at all intermediate sta-
tions.

2 p.m.—Williams Bridge, stopping at all intermediate
stations.

4 p.m.—Dover Plains, stopping at all intermediate stations.

5 p.m.—Williams Bridge, stopping at all intermediate
stations.

Returning, trains leave Albany for New York, at 7 p.m.—
Mail stopping at all stations north of and at Williams Bridge.

W. J. CAMPBELL, Sup't.

NEW YORK & NEW HAVEN R. R.

1858. SPRING ARRANGEMENT, 1858.
Commencing March 15, 1858.

Passenger station in New York, corner 27th st. and 4th av.;
entrance on 27th st.

TRAINS LEAVE NEW YORK
For New Haven, 7.20, 8.00 A.M., [ex.]; 12.45, 3.10 [ex.], and
4.20 P.M. For Bridgeport, 7.20, 8.00 A.M., [ex.]; 12.45, 3.10
[ex.], and 4.20 P.M. For Milford, Stratford, Fairfield, South-
port and Westport, 7.20 A.M., 12.45, 3.30, 4.20 P.M. For Norwalk,
7.20 A.M.; 12.45, 3.10 [ex.], 4.20, 5.25 P.M. For Darien and
Greenwich, 7.20 A.M.; 12.45, 3.30, 4.20, 5.25 P.M. For Stamford,
7.20, 8.00 [ex.], A.M.; 12.45, 3.10 [ex.], 3.30, 4.20, 5.25 P.M. For
Port Chester and intermediate stations, 7.20 A.M.; 12.45, 3.30,
4.20, 5.25, 6.30 P.M.

CONNECTING TRAINS.
For Boston, 8 A.M. [ex.], 3.10 P.M. [ex.]. For Hartford and
Springfield, 8 A.M. [ex.], 3.10 P.M. [ex.]. For Connecticut
River Railroad to Montreal, 8 A.M. [ex.], and 3.10 P.M. [ex.],
to Northampton. For Canal Railroad, 8 A.M. [ex.], and 12.45
P.M. For Housatonic Railroad, 8 A.M. For Naugatuck
Railroad, 8 A.M., and 3.00 P.M. For Danbury and Norwalk
Railroad, 7.20 A.M., 4.20 P.M.

JAMES H. HOYT, Sup't.

NEW JERSEY RAILROAD.

For Philadelphia and the South and West,
VIA JERSEY CITY.

MAIL and Express Lines leave New York at 8 and 11 A.M.,
and 4 and 6 P.M.; fare \$3; 11 and 4 go to Kensington.
Through Tickets sold for Cincinnati (\$17 and \$18.50) and the
West, and for Baltimore, Washington, Norfolk, etc., and
through baggage checked to Washington in 8 A.M. and 6 P.M.
trains.

W. WOODRUFF, Assistant Sup't.

No baggage will be received for any train unless delivered
and checked fifteen minutes in advance of the time of leaving.

New York and Erie R. R.

On and after Thursday, Jan'y 21, 1858, and until further notice
PASSENGER TRAINS
will leave Pier foot of Duane street,
as follows, viz:—

DUNKIRK EXPRESS, at 6 p.m. for Dunkirk and principal
intermediate stations.

MAIL TRAIN, at 8 p.m. for Dunkirk and Buffalo, and
intermediate stations.

ROCKLAND PASSENGER, at 3 p.m., from foot of Chamber
st., via Piermont, for Suffern's and intermediate stations.

WAY PASSENGER, at 4 p.m., for Newburgh, Middletown
and intermediate stations.

The above trains run daily, Sundays excepted.

NIGHT EXPRESS, at 5 p.m. for Dunkirk, and Sundays ex-
cepted, for Buffalo.

These Express Trains connect at Elmira, with the Elmira,
Canandaigua and Niagara Falls Railroad, for Niagara Falls; at
Binghamton with the Syracuse and Binghamton Railroad, for
Syracuse; at Corning with Buffalo, Corning and New York
Railroad, for Rochester; at Great Bend with Delaware, Lack-
awanna and Western Railroad, for Beranton; at Hornellsville
with the Buffalo and New York City Railroad, for Buffalo; at
Buffalo and Dunkirk with the Lake Shore Railroad or
Cleveland, Cincinnati, Toledo, Detroit, Chicago, etc.

S. F. HEADLEY, Assist. President.

HUDSON RIVER R. R.

FROM December 2, 1857, Trains will leave Chambers street
station as follows: Express Trains, 6 p.m., and 4 p.m.;
Albany Passenger Train, 11 p.m.; for Sing Sing 4 p.m.; for
Poughkeepsie, 8 p.m.; and 3 p.m.; for Peekskill 5 p.m.;
The Poughkeepsie, Peekskill and Sing Sing Trains stop at the
Way stations. Passengers taken at Chambers, Christopher
and Thirty-first streets. Trains for New York leave Troy, at
6 p.m., and 12.35 and 5 p.m.; East Albany, at 7 and 8.25
A.M., and 1 and 6.10 P.M.

A. F. SMITH, Sup't.

U. S. MAIL AND EXPRESS ROUTE

DIRECT FOR
Iowa, Kansas and Nebraska.

CHICAGO, BURLINGTON & QUINCY RAILROAD.

THE ONLY DIRECT ROUTE FROM
CHICAGO TO AURORA, MENDOTA, PRINCETON,
GALESBURG, QUINCY, BURLINGTON, ANY PART
OF SOUTHERN OR CENTRAL IOWA, KANSAS
OR NEBRASKA.

PASSENGER TRAINS leave the Central Depot, foot of
South Water street, CHICAGO, daily as follows:—

9.45 A.M.—MORNING EXPRESS.—Connecting at Mendota with
Illinois Central Railroad, north for Amboy, Dixon,
Galena and Dunleith, south for La Salle, Bloomington,
Decatur, Springfield, Jacksonville, St. Louis,
Cairo, &c.; at Galesburg with Northern Cross R.R.
for Quincy, &c.; and at Burlington with Burlington
and Missouri River R.R., and with Packets for
points up and down the Mississippi river.

8.45 P.M.—EVENING EXPRESS.—Making same connections as
above.

NO TRAIN SATURDAY EVENING.

ONE TRAIN SUNDAY, 8.45 P.M.

BAGGAGE CHECKED THROUGH TO BUR-
LINGTON AND QUINCY.

THROUGH TICKETS can be procured at all the principal
eastern railroad offices and in Chicago at the Depot and at the
Michigan Central R. R. office, corner of Lake and Dearborn
streets, opposite the Tremont House.

SAM'L POWELL, C. G. HAMMOND,
Gen. Ticket Agent. Gen. Sup't.

Philadelphia, Wilmington & Baltimore Railroad.

UNITED STATES MAIL ROUTE TO THE
SOUTH AND WEST.

Trains will leave the Southern and Western Station, corner of
Broad and Prime streets, Philadelphia, at 8.30 am. 12.45, 3 and
11 pm.

FARE BY THROUGH TICKETS TO THE SOUTH.

From New York to Wilmington.....\$15.50

do do Norfolk.....8.50

do do Philadelphia to Wilmington.....14.00

do do Norfolk.....9.50

do do Petersburg.....9.00

do do Richmond.....8.00

FARE BY THROUGH TICKETS TO THE WEST.

From New York to Cincinnati.....\$17.00

do do Louisville.....19.00

From New York to Indianapolis.....19.00

From Philadelphia to Cincinnati.....16.00

do do Louisville.....18.00

An extra charge will be made for meals and state rooms on
board the boat.

GEORGE A. PARKER, Sup't.

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